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六拜禮 號八月八英港香

SATURDAY, AUGUST 8, 1931.

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LOCAL BRANCH.

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BRITAIN OUTPLAYED IN WIGHTMAN CUP.



Miss Betty Nuthall.

Miss Helen Jacobs.

First Day's Debacle.

Lose All Three Matches.

NO HOPE LEFT.

New York, Aug. 7.
It may be taken for granted that the United States will recapture the Wightman Cup, the British lady stars putting up a poor show, judged by results, at Forest Hills today.

It was a day of debacle for the British team. All three singles matches were lost, and Mrs. Wills-Moody was in such brilliant form that no miracle of recovery to-morrow can be entertained in thought for a second.

In the first match, Mrs. Wills-Moody beat Miss P. E. Mudford (Britain) in straight sets. In the opening, Miss Mudford could not find her control, and Mrs. Moody played splendidly in all departments, ran out winner by 6-1.

Miss Mudford rallied splendidly in the second set and took four games from the world's finest lady tennis player, Mrs. Moody securing match-point in the tenth game.

The clash of Miss Betty Nuthall and Miss Helen Jacobs was a more intense affair, but though Betty played well at times she was beaten in two sets.

The first went to fourteen games. Betty was great overhead, but unaccountably weak on the ground, and Miss Jacobs took full advantage of her errors. Six all.



Miss P. E. Mudford.

NONE FOR NONE DECLARED.

HOW WELSH TEAM BEAT SURREY.

HERBERT AND DULEEP MAKE USUAL 100.

STORM CRICKET.

London, Aug. 7.
Thunderstorms and floods have ruled the roost in the cricket world in the past three days and only two matches were brought to a definite result. Yorkshire were, of course, one of the successful sides. The other winning team was Glamorgan, thanks to another "Bolshevik" arrangement between skippers, whereby both Surrey and Glamorgan declared their first innings closed with no runs scored at all!

Sandham hit a splendid not out century, and Surrey declared with three wickets down. Glamorgan lost seven wickets but won the match.

The outstanding feature, perhaps, lies in the fact that both K. S. Duleepsinhji and Sutcliffe, continuing their friendly century-making rivalry, again completed hundreds. Duleepsinhji has now obtained eleven this season and Sutcliffe ten.

Duleepsinhji has now obtained a century in each of four successive innings, a feat only once equalled in the history of cricket—back in 1901 when C. B. Fry obtained six in a row.

Sutcliffe has obtained three centuries in successive innings, scoring 499 runs as against Duleep's 500 in his four innings. The results at a glance, together with the principal individual performances, follow.

Yorkshire beat Leicestershire by an innings and 25, at Leicester. Glamorgan beat Surrey by 3 wickets, at Cardiff. Essex beat Middlesex on the first innings, at Leyton. Somerset beat Gloucestershire on first innings, at Weston. Nottingham beat Northants on first innings, at Northampton. Lancashire beat Worcester on first innings, at Manchester. Kent beat Derby on the first innings, at Canterbury. Sussex beat Hants on the first innings, at Hastings. Warwick v. N.Z.—Draw, at Birmingham.

HONOURS LIST.
Batting.
Parsons (Warwick)..... 100
Sutcliffe (Yorks)..... 187
K. S. Duleepsinhji (Sussex)..... 127
Sandham (Surrey)..... 100
Not Out.
Bowling.
Staples (Notts)..... 7 for 75
Voce (Notts)..... 6 for 40
Macanally (Yorks)..... 8 for 52
Tyldesley B. (Lancs.)..... 5 for 24
Tate (Sussex)..... 5 for 33
Matthews (Northants)..... 5 for 39
C. S. Marriott (Kent)..... 5 for 42
V. W. C. Jupp (Northants)..... 5 for 40
(Continued on Page 7.)



Miss Dorothy Round.

was called after some keen rallies, after which Miss Jacobs broke through the British player's service to win 8-6.

The second set was also keenly contested, but Miss Jacobs was in a dominant mood and ran out at 6-4.

The closest contest of the day saw yet a third British defeat. Mrs. Harper beating Miss Dorothy Round by two sets to one.

Mrs. Harper went off with a rush, and led all through the first set, finally winning at 6-3. Miss Round turned the tables in the second, giving a much improved display. The score was 6-4 in her favour.

The third set provided a jingling struggle which might have gone either way. Miss Round failed to take advantage of an early lead, however, and when twelve games had been played without decision began to tire. Mrs. Harper won three of the next four (making it 9-7) to make practically certain of an American victory in the Cup contest.—*Reuters' American Service.*

CHICHESTER IN SHANGHAI.

Shanghai, Aug. 7.
Mr. F. C. Chichester, the New Zealand airman, who is on a tour of flight from Australia to England across the Orient and Canada, arrived at Shanghai this afternoon.—*British Wireless.*

THE THORBURN SCANDAL.

CHIANG KAI SHEK GIVES ORDER.

(Our Own Correspondent.)

Shanghai, Aug. 8.
Officials of the Nanking Government have received from Marshal Chiang Kai-shek, from his headquarters at Nanchang, instructions of a most definite kind regarding the Thorburn case.

The Foreign Office is told to make every effort to trace Thorburn, the message calling firmly for a most searching investigation of his disappearance.

MR. CRAMER FORCED DOWN INTO SEA.

But Later Reaches Faroe Is.

SEAPLANE FLIGHT.

London, Aug. 7.
A wireless message from Thorburn reports that an airman flying from Reykjavik (Iceland) has been forced down by engine trouble and has alighted on the sea.

The message apparently refers to Mr. Parker Cramer, the American diver, who is engaged on an aerial survey of a route across the Atlantic via Greenland and Iceland for the Trans-American Air Lines, Incorporated. It is suggested that an Anglo-American rivalry may arise. A British expedition has been examining the possibilities of a similar route for months past.

The report is confirmed from Copenhagen, which picked up another message from Mr. Parker Cramer stating that he had been forced down on the sea between Iceland and Faroe Islands, but expects to be able to continue.

Wick, Later.
A wireless message from Thorburn reports that the American seaplane KHVX (presumably Cramer's) has arrived safely at the Faroe Islands.—*Reuters.*

CURRENCY SLUMP IN NEW YORK.

STERLING WEAK ON EXCHANGE.

New York, Aug. 7.
Wall Street is bewildered by the weakness of sterling and foreign currencies generally today. Sterling cables opened at 4.85 1/16, and closed at 4.84 1/16, which is only one-eighth above the gold shipment level. The quotation remained dull all the morning. Francs were a quarter below the par rate and all other European currencies were also down. It is suggested that France, after being a heavy buyer of sterling in New York for several days, has suddenly discontinued her purchases.—*Reuters' American Service.*

Official Cure for Lethargy.

WHO GAVE RISE TO THIS?

The Hongkong Government has its eye on subordinate officers of the Prison staff who may possibly go into hospital in order to shirk work. Any such will in future receive no pay if they are found to be malingering, and what is more, will have to pay their own hospital charges and other expenses.

This much is intimated by an addition to the Prison Rules, made by the Governor-in-Council, which reads as follows:

"When any subordinate officer received into hospital for observation is subsequently certified to be malingering he will receive no pay for the period during which he is under observation, and all hospital expenses and charges incidental to such observation shall be paid by such officer."

AMOK COMMITS SUICIDE.

SEQUEL TO FERRY INCIDENT.

A tragic development followed the incident reported elsewhere in this issue of a Chinese who ran amok on the ferry launch plying between Sha U Chung and Taiipo yesterday.

It transpires that, after attacking and injuring three other passengers with a knife, the amok was overpowered and taken to the cabin below. He appears to have been left to himself for some little time while the attention of his guards was diverted elsewhere, and during this brief period he divested himself of his belt and hanged himself with it. The body was later taken ashore at Taiipo, where police investigations are proceeding.

KING'S CUTTER WINS.

SUCCESS AT COWES REGATTA.

London, Aug. 7.
The King's cutter "Britannia" secured first prize in a race on the final day of Cowes Regatta. The Queen watched the racing from the Royal yacht.

According to present arrangements, Their Majesties leave London for Sandringham next Tuesday and will proceed to Scotland on Thursday, 20th. inst.—*British Wireless.*

GERMAN DECREE EASED.

DEALINGS IN FOREIGN CURRENCY.

Berlin, Aug. 7.
The restrictions upon foreign currencies for financing imports and exports of goods in transit, have been lifted until further notice, in order to forestall as far as possible any unnecessary hampering of legitimate foreign trade. At the same time, export and import firms are expected voluntarily to exercise the restraint demanded by the present economic situation in connexion with the importation of luxuries. Traders are also required periodically to report deals involving foreign currencies.—*Reuters.*

AN EX-HONGKONG ADVENTRESS GAOLED.

MANY FRAUDS IN COLONY.

UNDER AN ALIAS.

Described as a proper adventress, who, while the money lasted, lived at a very high pace, a woman who spent some considerable time in Hongkong last year to the grief of many local tradespeople, has been sentenced at Greenwich Police Court to twelve months' imprisonment with hard labour.

She was charged in the name of Margaret Brewer, aged 43, with cheating and stealing from different people in Blackheath, Balham and Streatham, but that was not the name she went under in Hongkong. She came out here under an assumed name as a nurse to a local resident and was discharged after a quarrel.

Before leaving Hongkong, it is alleged, she posed as the wife of a local doctor and obtained goods by false pretences to the value of £400. She pleaded guilty to all the charges preferred against her in London.

Stole Blank Cheques.

Mr. J. A. Davis, who prosecuted, said prisoner went to the Everest Hotel representing herself as the wife of a doctor, and whilst there she stole two blank cheques belonging to the proprietress. In course of time she went to Hordons, Balham, and said she was opening a nursing home in Hongkong and required a quantity of bedding and clothing.

Samples were submitted and returned, and a few days later prisoner appeared at the shop and asked for a ten-cloth, value 8s. 11d. She presented a cheque for £10, but the manager said he could not meet the whole amount; he would give her change for £2. That was how she obtained cash to the amount of £1 11s. 1d.

The cheque was taken to the bank next morning and was returned marked "No account." In all she ordered goods of the value of £274 and offered a cheque for £100, explaining that she would pay the balance when the order was completed.

"Many Convictions."

Det. Sgt. Boll explained the circumstances of the other charges in connexion with which evidence had already been given, and said that prisoner had a very bad record. In November, 1918, she was sentenced to 18 weeks' imprisonment for stealing clothing, and from then up to 1927 she served terms of imprisonment aggregating nearly five years, mostly for false pretences and fraud.

When she was released from prison on July 7th, 1928, she was helped by a lady who assisted anyone in the nursing profession who erred. She looked after the prisoner until March, 1930, when the latter went out to Hongkong in the service of a lady with whom she subsequently quarrelled. Then prisoner went nursing in Hongkong, and whilst so employed she posed as the wife of a doctor and obtained goods to the value of \$400. She returned to England, (Continued on Page 7.)

Bulls and Innors

From the Office Butts.

It was not so very sensational that a turbot should be caught in a lee House Street. Many a poor cartoonist fish has been landed there!

Professor Picardo says the earth looks like a big dish from ten miles up. Well, it's usually in a stew, anyhow.

A visiting editor described Hongkong as being nearer to Home than any other port in the East he knows. Then all we can say is we're not surprised—there's no place like Home!

Gliding was remarkably popular at Home during the holidays. Here it is frequently the reverse after the eighth!

A rickshaw coolie threw his vehicle into the harbor this week. It is hoped that P.W.D. steam roller drivers will follow suit!

A newspaper headline raises the query—"What is Public Opinion?" In Hongkong it is an unknown quantity occasionally heard but seldom listened to!

A former German Prince is to work for Henry Ford. Rattling the silver instead of the sabre.

"Lady Astor Up in Arms," says a newspaper heading. Her husband's, we hope.

The eternal triangle is probably explained by an idea that two can love as cheaply as one.

"A Bath with Neko," reads an advertisement. No! This should not appear under the "Personal" column.

The gentleman who, on the Peak mother-in-law of invention. A lady reader says Chinese when voyaging, appears to be tailors exasperate her. Well, also somewhat somnolent between come to think of it, they do try to give people fits.

Some of our "Devil-may-care" flappers who braved the typhoon last Saturday, would probably imagine that the Beaufort Scale is a sort of tonic, so far!

A contemporary stated that the typhoon was no respecter of persons as it broke a flag-staff at Government House. Must-erly thought.

The Army manthad at Repulse Bay collapsed during Saturday's gale. The adjoining Navy shed was undamaged. Sailors don't care!

Although it is not suggested that the Flying Club should live on air, it is not surprising that they are experiencing ups and downs!

Perhaps the youngster who placed a tin on the tramway track, had lost his opener!

If the Government continues playing ducks and drakes with muzzling orders, we shall begin to think that they have an interest in a muzzle factory!

We notice that "Terror Sinks." She should buy a pair of water-wings!

These people who criticize the Flying Club expenditure, should remember that, after all, aeroplanes do go through "pockets."

Sez Hugh!—A fapper a day keeps the wedding away!

Another infamous saying:—My husband simply won't buy a new car, he's so attached to the old one!

The Australian airmah, Mollison, threw out defiance according to Thursday's news. He must have lost his ballast!

A man is just as old as he feels. The trouble is to get the insurance people to believe it.

Perhaps the Elizabethans were more polite than moderns because they had impressive mantras.



The husband was seeing his wife away on a holiday. "Ellen, dear," he said, "had you better take some fiction with you to while away the time?" "Oh, no, William," she replied; "you'll be sending me some letters!"

Life is a parade in which everybody thinks everybody else out of column.

New Saying:—Gossip is the mother-in-law of invention.

A lady reader says Chinese when voyaging, appears to be tailors exasperate her. Well, also somewhat somnolent between come to think of it, they do try to give people fits.

The trouble with most girls, flappers who braved the typhoon last Saturday, would probably imagine that the Beaufort Scale is a sort of tonic, so far!

A good golfer is known by the clubs he belongs to.

The United States may have the reputation of being tight-lipped in Europe, but there's no denying that her aviators "came across."

An example of rigid economy—a dead Aberdeenian.

If it's just a case of flying. There's surely no denying. Our Flying Club's a jolly institution.

So ambition do not stifle. For the cost is but a trifle. Just rely on the rates for restitution.

In business, it is said. You must watch the overhead; And overhead you watch in aviation.

But not because of cost. Or the bar would be a frost. And the bar would be the only relaxation.

If you want to drive a car. Would you even go so far. As to ask the Government to pay your ex's?

You say "don't be so wet;" Yet the Flying Club folks get A yearly cheque, and that's the part that vexes.

'Tis claimed in time of need. Our flyers are agreed. To "do their bit" in payment for their training.

I'd hate to see them soar. At 2 a.m. or four. For it's rotten if you're flying when it's raining.

A Civil Servant in England is said to be holding 16 different jobs. Sweet are the uses of diversity.

A mabbish has been invented to solve mathematical problems by means of the light of an electric eye. Every problem of course will be a shining example.

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THE OVERSEAS LEAGUE.

GOVERNOR APPEALS FOR SUPPORT.

"AT HOME."

His Excellency the Governor, Sir William Peel, wound up an interesting recapitulation of the history of the Overseas League with a strong appeal for wider support of the movement, when he addressed Hongkong members of the League at an "At Home" held yesterday in the Helena May Institute.

After tea had been served, Sir William Hornell, who was supported on the platform by the Hon. Mr. E. R. Hallifax and the Rev. N. V. Hayward, drew the attention of the audience to the advantages and amenities offered by the Overseas League, particularly when local members were on furlough.

Sir William Peel, in addressing the gathering said:—
Ladies and gentlemen.—I have been asked to say a few words in support of an appeal to those present who are not members of the Overseas League to become members as soon as possible, and to those here who are members to do their best to obtain recruits. My task has been lightened by the introductory remarks of my friend Sir William Hornell. My wife and I joined the League in 1925 at the invitation of Mr. Eric Rice, who was staying with us at the time in Penang when he was on tour as travelling Secretary of the League. He has now become Assistant Secretary after doing an immense amount of work in his former capacity. Some of you here knew Mr. Rice when he was Private Secretary to Sir Reginald Stubbs, and will probably therefore agree with me when I say that it is a pity that he is not here today, for I feel sure that his persuasive charm would achieve greater results than any remarks that I may make.

Institution of League.
The League was instituted by the present Secretary, Mr. Evelyn Wrench, and it may be regarded as his life's greatest interest. In 1912 and 1913 he made an Empire tour in support of the League, and travelled over 64,000 miles, an indication of his great enthusiasm. In starting this League he was inspired by the story and life ideals of Cecil Rhodes, who may be described as one of the greatest Empire builders in our history. It is a great tribute to the latter's personality that the inception of such a League as this was due to his inspiration, even though he himself had passed away.

The League was started in 1910, and received the Royal Charter in 1922. His Majesty the King is Patron of the League, while one of the Vice-Patrons is His Royal Highness the Prince of Wales, who as you all know has done more to strengthen the links of our Empire than perhaps any other man of modern times. Among its Vice-Presidents are to be found the

names of many of our most famous men—men who have rendered great service to the Empire at home and abroad.

Four Chief Objects.
The four chief objects of the League are:—
(1) To draw together in the bond of comradeship British people the world over.
(2) To render individual service to our Empire.
(3) To maintain the power of the Empire, and to hold to its best traditions.
(4) To help one another.

The members' creed is as follows:—
"Believing the British Empire to stand for justice, freedom, order and good government, we pledge ourselves, as citizens of the British Commonwealth of Nations, to maintain the heritage handed down to us by our fathers."

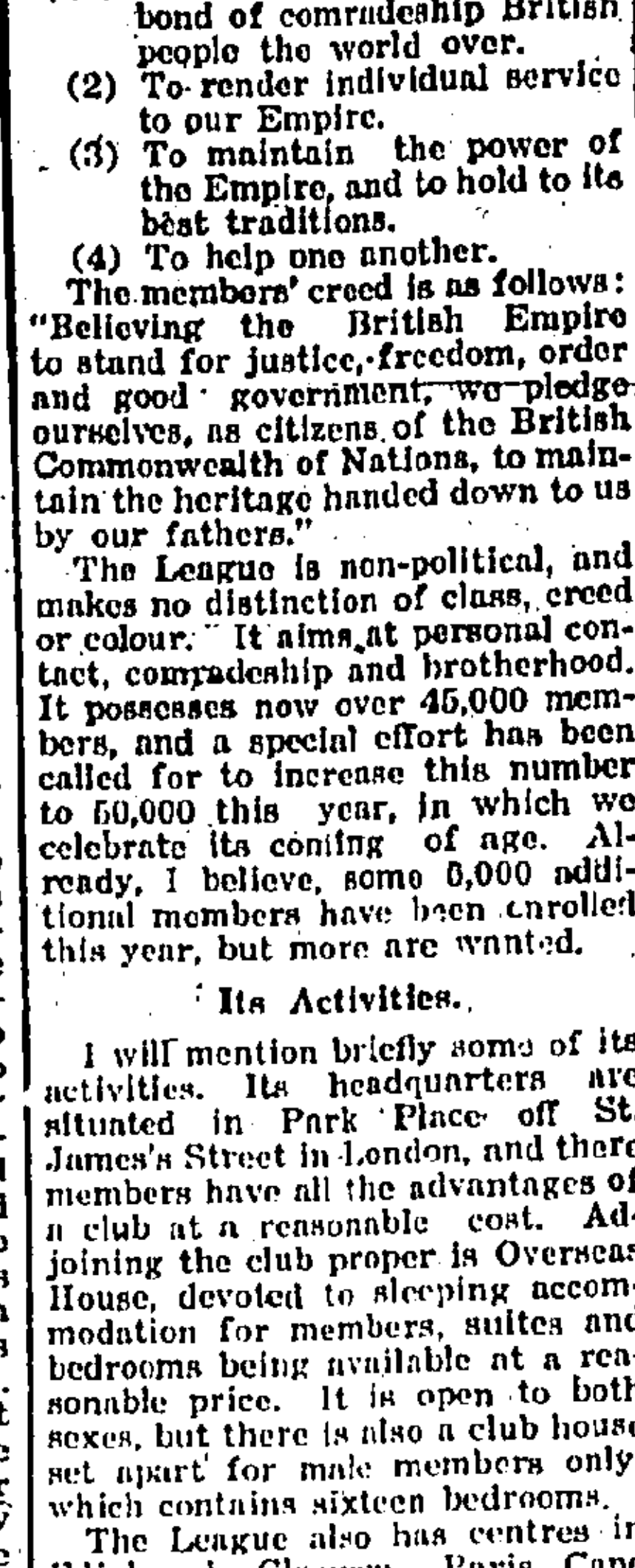
The League is non-political, and makes no distinction of class, creed or colour. It aims at personal contact, comradeship and brotherhood. It possesses now over 45,000 members, and a special effort has been called for to increase this number to 50,000 this year, in which we celebrate its coming of age. Already, I believe, some 6,000 additional members have been enrolled this year, but more are wanted.

Its Activities.
I will mention briefly some of its activities. Its headquarters are situated in Park Place off St. James's Street in London, and there members have all the advantages of a club at a reasonable cost. Adjoining the club proper is Overseas House, devoted to sleeping accommodation for members, suites and bedrooms being available at a reasonable price. It is open to both sexes, but there is also a club house set apart for male members only, which contains sixteen bedrooms.

The League also has centres in Edinburgh, Glasgow, Paris, Cape Town, Sydney, New York, and other places. It aims in all these centres at offering a welcome to visitors, and helping them in various ways

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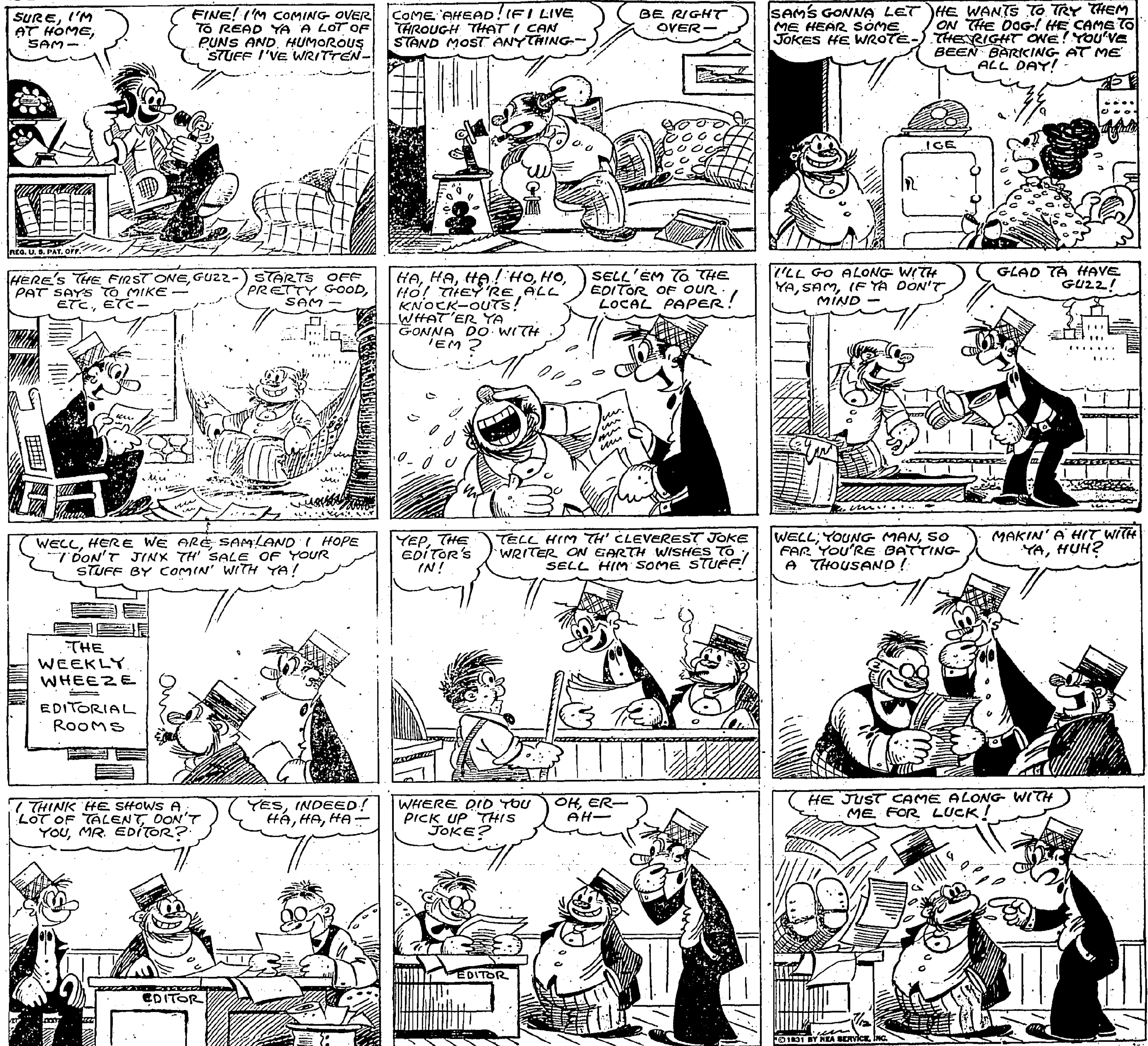
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 705, 709, 720, 722, 727, 729, 732,
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 776, 779, 793, 795, 830, 837, 839.

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CHINA HOMEWARD CONFERENCE

FREIGHT TARIFF NO. 12.

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ADDENDUM NO. 47.

CONFERENCE BOOKING

RULES.

FORWARD ENGAGEMENTS

The period for forward booking engagements of Cassia is extended from date to 90 days, i.e. forward engagements of Cassia at current rate of freight may be made for shipment within 90 days of date of booking.

Hongkong, 8th August, 1931.

KOWLOON-FOOTBALL CLUB.

NOTICE.

The 17th Annual General Meeting of Members will be held in the Club House on Tuesday, August 11th, 1931, at 6 p.m.

Minutes of previous Annual General Meeting to be read and confirmed.

Report and accounts for 1930-31. To adopt proposed revision of rules.

Election of Officers for 1931-32. General.

Election of Auditors.

By order of the Committee.

F. C. CLEMO.

Hon. Secretary.

HONGKONG REALTY & TRUST COMPANY, LIMITED.

An Interim Dividend of 30 cents per share has been declared payable on Tuesday, 1st September next on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, 2nd Floor, Exchange Building, Des Voeux Road, Central.

NOTICE IS HEREBY GIVEN that the Register of Members of the Company will be closed from Thursday, 27th August, to Monday, 31st August, 1931, both days inclusive.

By order of the Board,

C. F. V. RIBEIRO,

Acting Secretary.

Hong Kong, 5th August, 1931.

HONGKONG TRAMWAYS LTD.

AN INTERIM DIVIDEND of 40 cents per Share has been declared payable on TUESDAY, 25th August next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hongkong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be closed from TUESDAY, 11th August, to MONDAY, 24th August, 1931, both days inclusive.

By Order of the Board,

W. F. SIMMONS,

Secretary.

Hongkong, 1st August, 1931.

MRS. MOTONO.

Massage.

Hand and Electric

31th, Wyndham Street.

MASSAGE HALL

MRS. S. UZUNOYE

57, Queen's Road Co., 2nd floor,

Expert Masseuse.

CHURCH NOTICES.

To-morrow the Tenth

Sunday after Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. 9th August, 1931. Tenth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: The Rev. A. D. Stewart. Evensong 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road. Sunday, 8th August, 1931. Morning Service, 11 a.m., Broad-cast. Evening Service, 6 p.m. Preacher: Rev. E. G. Powell. Rev. E. G. Powell Broad-cast. Social Hour after Evening Service. Sunday School: Kennedy Road, 10 a.m.

St. Andrew's Church, Kowloon. 9th August, 1931. Tenth Sunday after Trinity. 3.15 a.m. Holy Communion. 10.00 a.m. Young People's Service and Bible Class for Young Men. 11.00 a.m. Morning Prayer and Sermon. Preacher, Rev. C. B. Shann, M.A. 6.00 p.m. Evening Prayer and Sermon. Preacher, The Vicar. Subject: "God in Creation."

Wesleyan Methodist Church, Wan-chai, (opposite Royal Naval Hospital, Queen's Road, East.) Sunday, 9th August, 1931. Morning Service 10.15 a.m. Evening Service 6 p.m. Preacher at both Services.—Rev. A. H. Bray, M.A., B.D., of Fatsan. At the Sailors' and Soldiers' Home. Wanchai. 8.15 p.m. Service Men's Hour. Leader: Rev. J. C. Knight Anstey. A hearty welcome is extended to all.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station: Sunday Service, 11.15 a.m. Subject: "Spirit." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

THE MORRISON

(The Sign of Quality)

PIANO

Stands alone for Pleasure Playing.

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and ill fulfil these requirements because it is built for such purposes.

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Telephone C. 24648.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Tuesday,

the 11th August, 1931,

at 12 o'clock (noon)

at their Sales Room,

Duddell Street.

One Full Size English Billiard

Table with accessories

Two Milners' Safes

One Hall's Safe

Terms:—Cash on Delivery.

LAMBERT BROS.

Auctioneers.

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 10th day of August, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurement	Area in Acres	Area in Sq. Feet	Area in Sq. Yards	Area in Sq. Meters
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	1.666	113,377	128,839	113,377

MISS AMY JOHNSON.

JAPANESE PAPERS LAUD ACHIEVEMENT.

Tokyo, Aug. 7. The vernacular papers this morning are loud in their praise for Miss Amy Johnson and her fine achievement.—*Reuter.*

Tokyo, Aug. 7. Panghorn has informed the Japan Times that he and Herndon will attempt a non-stop trans-Pacific flight as soon as an extra 200 gallon tank has been fitted to their machine, giving them a total capacity of 900 gallons. He is confident that by flying at a high altitude they can reach Seattle in 40 hours.—*Reuter.*

Lindberghs Held Up.

Ottawa, Aug. 7. Col. and Mrs. Lindbergh are still detained at Alkavik, where they landed on August 5, by rain and fog.—*Reuter's American Service.*

ECHO OF GERMAN SEA RAIDER'S FINISH.

NEW EMDEN TO LOCATE BODIES.

Singapore, Aug. 7. The new German cruiser Emden has sailed from Batavia to Cocos Islands on a visit, in the course of which it is intended to locate and give proper burial to the bodies of the crew of the old Emden, which was sunk by the Australian cruiser Sydney in 1915, with the loss of 230 men aboard the German warship.

The new Emden is accompanied by H.M.S. Iroquois, which is representing the British Government.—*Reuter.*

POST OFFICE NOTICE

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Per Date and Time
 Manila Sat, Aug. 8, 2.30 p.m.
 Saigon Sat, Aug. 8, 4.30 p.m.
 Shanghai, Japan, U.S.A., Canada, Central and South America and Europe via Victoria B.C. and Europe via Siberia Pres. Jefferson Sat, Aug. 8, 4.30 p.m.
 Registration 4.15 p.m.
 Letters 4.5 p.m.
 (Due Victoria B.C. 24th August)
 Toishan Sat, Aug. 8, 4 p.m.

Samshul and Wuchow Sat, Aug. 8, 5 p.m.
 Straits, Ceylon, India, Mauritius, East and South Africa, Aden and Egypt Pres. Adams Sat, Aug. 8, 5 p.m.
 Manila Sun, Aug. 9, 9 a.m.
 Straits and Calcutta Sun, Aug. 9, 9 a.m.
 Katsang Sun, Aug. 9, 9 a.m.
 Kutsang Sun, Aug. 9, 9 a.m.
 Letters Aug. 9, 9 a.m.

Bangkok via Swatow Sun, Aug. 9, 9 a.m.
 Swatow, Amoy and Formosa Sun, Aug. 9, 9 a.m.
 Straits and Calcutta Sun, Aug. 9, 9 a.m.
 Bangkok via Swatow Mon, Aug. 10, 10.30 a.m.
 Straits, Ceylon, India, Mauritius, East and South Africa Mon, Aug. 10, 10.30 a.m.
 Swatow Mon, Aug. 10, 10.30 a.m.
 Hoihow and Haiphong Mon, Aug. 10, 10.30 a.m.
 Amoy Mon, Aug. 10, 10.30 a.m.

*Superscribed Correspondence only.

It's a PRESERVATIVE as well as a POLISH

Do you realize that "KIWI" besides being so Brilliant and Lasting, PRESERVES ALL LEATHERS wonderfully.

Really, it pays to use THE QUALITY BOOT POLISH

KIWI

Sole Distributors:—
 W. R. LOXLEY & CO.

FELIX HAT SHOP

York Building, Chater Road.

For these hot summer days another consignment of the very popular novelty washing frocks and beach pyjamas has just arrived.

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ACHIEVEMENT

("Actions speak louder than words.")

1931

THE FIRST FOUR PLACED RIDERS IN THE BANK HOLIDAY HONGKONG MOTOR CYCLE RELIABILITY TRIAL.

Messrs. J. Smith (Humber), E. H. Marriott (Norton), H. S. Rogers (A. J. S.) & E. J. Spiers (Rudge) used

CASTROL

WINNERS OF TEAM PRIZE

MESSRS. HENRY KEW, H. H. MULLER & W. V. TAPPE ALSO USED CASTROL.

The Foulis Isle of Man Tourist Trophy was won for the sixteenth time in succession on this aristocratic of lubricating oils.

Castrol—being British—is sold by the Imperial Gallon of approx. 9 lbs. which is the recognised legal measure in the Colony. All other Oil Companies sell by the American or wine gallon of 7 1/8 lbs. a difference of about 20%.

ABSORBINE JR. KILLS THE GERMS OF HONGKONG FOOT

BURNING SPOTS

CRACKS BETWEEN THE TOES

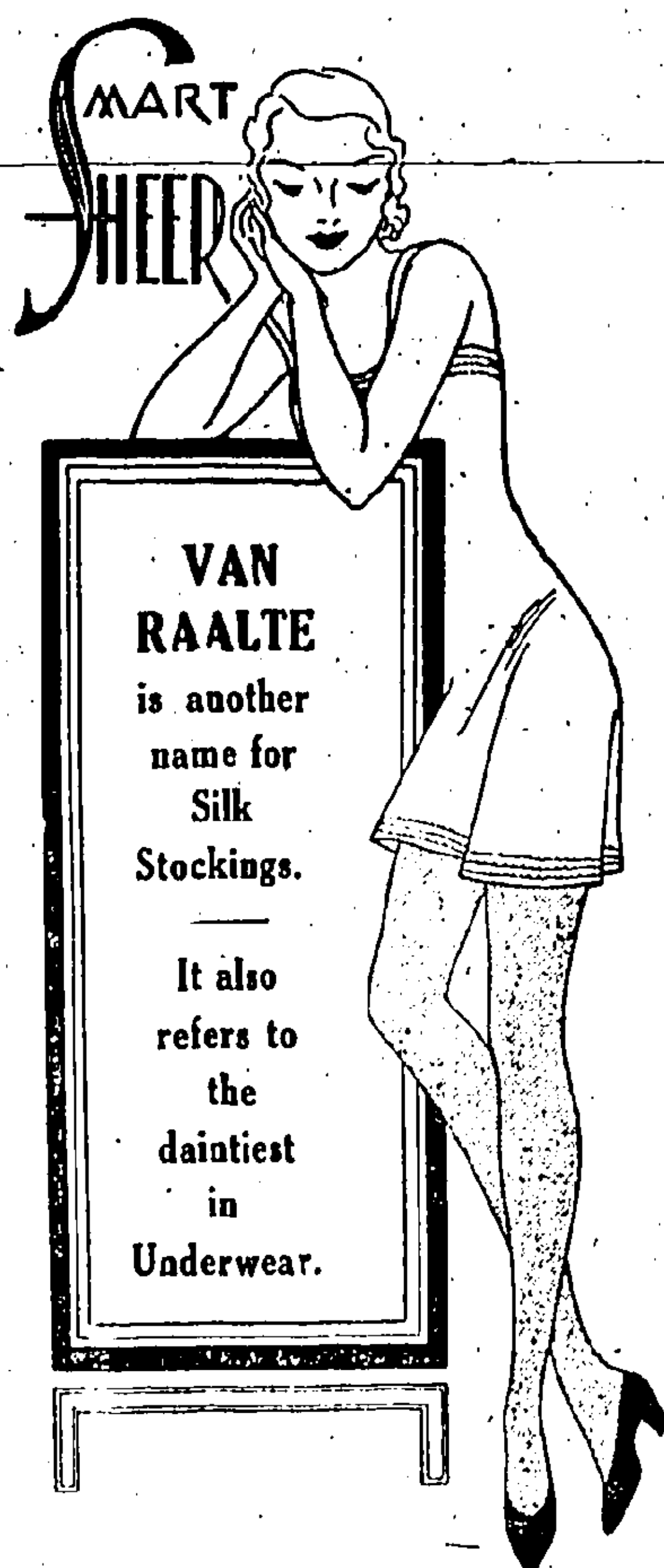
SCALY DRY SKIN

ITCHY BLISTERS

Ugly, poisonous, itchy trichophyton germs cause "HONGKONG FOOT." They bore into the skin and spread so fast you will be a pained victim of this nasty disease—unless you heed the danger signals. You may have it and not know it! Look for these symptoms now. Feet burn and itch, skin cracks, peels, blisters, becomes red and inflamed, dry and scaly. Use ABSORBINE JR., it KILLS "HONGKONG FOOT" germs, relieves the pain and HEALS the infection.

ABSORBINE JR. for years has relieved sore muscles, muscular aches, bruises, burns, cuts, sprains, abrasions. It HEALS, safely—quickly!

Sole Agents: MULLER, MAXWELL & CO., Ltd.



GORDON'S, LTD.

Carlsberg
LIGHT BEER
OR
PILSNER

THE
Famous Danish Beer
that Takes the Lead
in all World's Markets

Obtainable at all
LEADING STORES

Distributors:—
**John MANNERS
& Co., Ltd.**
Mercantile Bank Building.
HONG KONG.

CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

A suppressed, a now, a regular Mary Pickford comes to life in the title role of "Kiki" which opens tomorrow at the Queen's Theatre.

Kiki is the type of part Mary Pickford has always longed to play. Few people know it. Only her most intimate friends were aware of the mischievous bent that urged the star to play the madcap, the harum-scarum rascal personified by Kiki.

Millions remember and love her for the superb performance she gave in "Tess of the Storm Country," "My Best Girl," and the exquisite little girl portrayals in an unbroken chain of success that established her as "America's Sweetheart."

But with talking pictures, Mary Pickford has undergone a metamorphosis. She has grown up. She's a young woman who looks at things from the adult point of view. Her characters live for admiration, coquetry, romance. "Coquette" was the first of this new series. Here was the little innocent with the golden curls in an entirely different characterization. There was a pertness that was quite irresistible, and a flirtatious allure that at once made Miss Pickford one of the outstanding romantic figures of the screen.

"Kiki" is a combination of the new Pickford and the one of the silent days. She is an adorable little spitfire, a creature of moods, caprices, emotions. There still remains the childhood dependence and trust, the elfin joy that characterizes the finest pleasure.

"Kiki" presents a Mary Pickford the public has never seen the critics aver.

The picture was directed by producer Sam Taylor and is played by a well-known supporting cast including Reginald Denny, Joseph Cawthorn, Margaret Livingston, Phil Tead, Fred Walton and Edwin Maxwell.

"Scandal Sheet."

George Bancroft is rated as one of the biggest box office names in present-day talkies. He has gained his reputation through his impressive, colorful characterization of he-men roles in such pictures as "Underbolt," "The Mighty," "The Wolf of Wall Street," and "Derelict."

In "Scandal Sheet" which is now showing at the King's Theatre, he is presented in the role of a person of great prominence of high position. At his daily grind in his job as managing editor of a tabloid "Scandal Sheet" he is brutal, fierce, humorless and uncompromising. In his home life he is just the opposite—a loving husband, kind and good to his charming wife. But it is the reign of terror he creates in his business life which turned her against him.

Kay Francis, who plays the role of Bancroft's wife, is one of the many well-known Broadway stars who have recently achieved fame in the cinema. She made her debut in "Gentlemen of the Press" with Walter Huston over a year ago. She has since added greatly to her prestige in "Dangerous Curves," "Raffles," "For the Defence," "Street of Chance" and "The Virtuous Sin." With Claudette Colbert she shares honors as "the best-dressed woman on the screen."

"Man of the World."

Climaxing a series of smashing dramas, "Street of Chance," "For the Defence," "Shadow of the Law," William Powell comes to the King's Theatre Sunday next, in "Man of the World," considered the most intense and colorful drama of this suave actor's astonishing career.

An engrossing page out of American history is "The Great Meadow," Charles Brabin's striking talking picture, which Metro-Goldwyn-Mayer is showing at the Queen's Theatre.

Brabin and his collaborator on the story, Edith Ellis, have made a high-class, convincing talking picture version of the much-discussed novel by Elizabeth Madox Roberts. They have taken rich, red meat out of a story replete with pioneer adventure, and larded it with appropriate splashes of strong drama, comedy and pathos.

The story swirls around Diony Hall, who marries Berk Jarvis on the eve of that leader's departure from Virginia for Kentucky as head of the first band of pioneers to cross the Daniel Boone trail to Fort Harrod in the latter-named state. Even Bink, an early disappointed suitor of Diony, becomes an important factor in a highly dramatic epoch Arden twist which completes the tale.

John Mack Brown repeats his triumph of "Billy the Kid" with his Berk Jarvis. This husky young man is ideal for these rough and ready roles, and his charming Southern accent fits perfectly into the characterization.



THE ST. FRANCIS HOTEL

Announces another step forward

THE CAFE RESTAURANT PATISSERIE

Meals at all hours from 7 a.m. till Midnight.

THE BUSINESS MAN'S TIFFIN ONE-DOLLAR

TRY

The St. Francis own make white and brown bread. Dainty pastries and cakes.

BRIDAL & BIRTHDAY CAKES our SPECIALITY.

Managed Personally by Alphonse.



TRY

Owing to the immediate success of the business men's \$1.00 tiffin the same menu has been extended to our recently enlarged Restaurant on the Hotel's first floor to accommodate everybody.

sunk. The girl confesses her love for him, and even when Powell tells her his story, she refuses to give him up. Giddy with this unexpected, unlooked-for love, Powell attempts to throw over his past, and with it, the woman who has worked with him and who loves him. But the past proves too strong, and, to save the girl he loves, Powell forces himself to enact a bitter disillusionment.

Romance in "The Great Meadow."

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John Mack Brown repeats his triumph of "Billy the Kid" with his Berk Jarvis. This husky young man is ideal for these rough and ready roles, and his charming Southern accent fits perfectly into the characterization.

Eleonor Boardman is delightful as Diony. In the scenes concerning the birth of her child she gives a moving interpretation of the trials and bravery of the pioneer woman. Gavin Gordon, of Greta Garbo's "Romance," is a strong and vital Evan Muir.

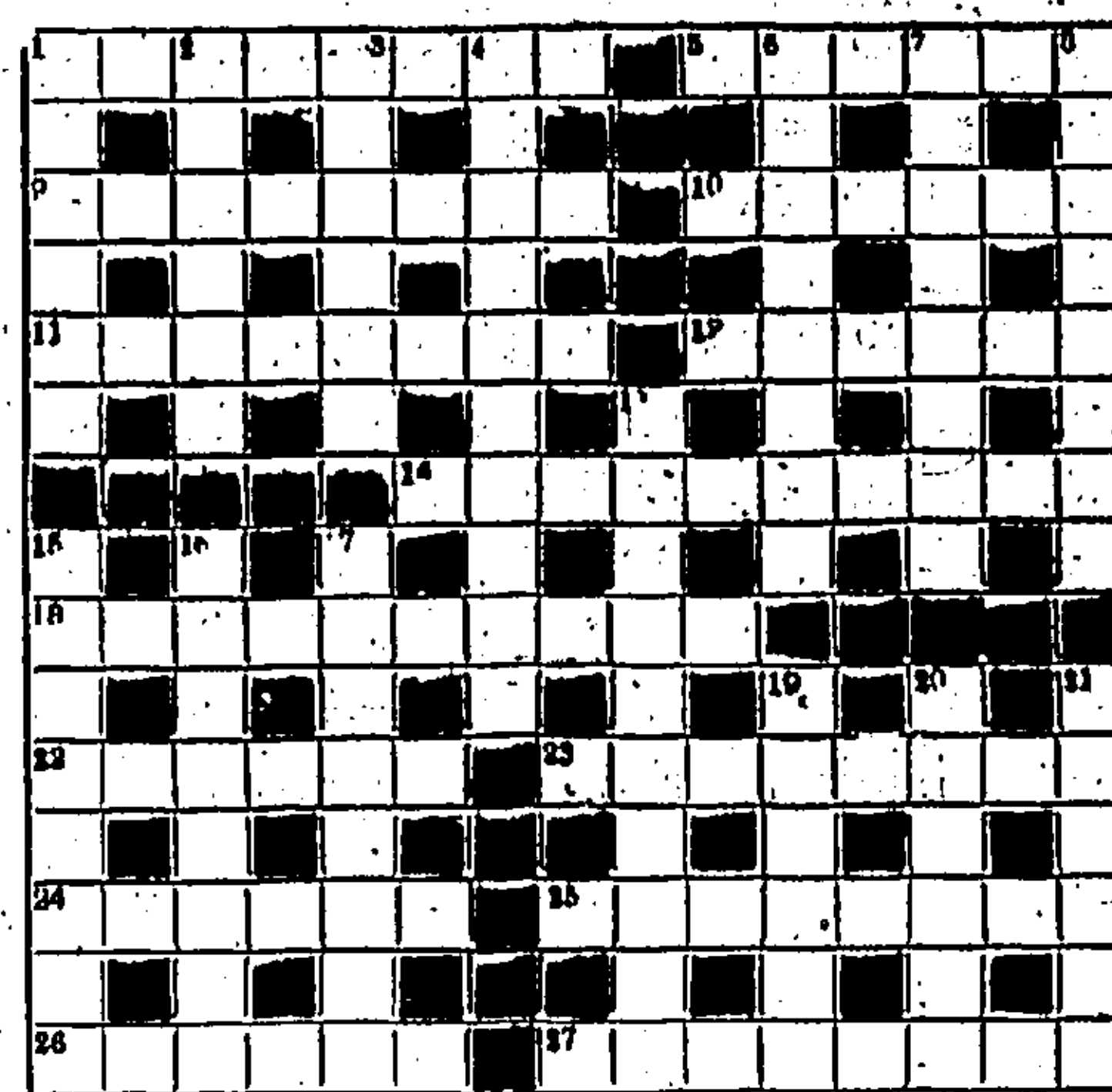
Lucille La Verne is dynamic as the stony pioneer mother, Elvira Jarvis, whose death at the hands of Black Fox, an Indian chief, supplies important motivation for the story.

"What Men Want."

Pauline Starke and Ben Lyon, who head the all-star cast of the Universal special production of the Warner Fabian story, "What Men Want," which is having its final showings today at the Central Theatre, are especially qualified. Both are particularly enthusiastic about this most recent screen story by the sensational author of "Flaming Youth," the darling debut with which Fabian established his superiority. Both Miss Starke and Lyon are particularly happy cast in "What Men Want" because of the variety of parts they have previously played. Miss Starke first played as a girl in "The Birth of a Nation," one of the screen's most outstanding classics so far, and will be remembered for her recent roles in "Captain Salvation," "Love's Other Name," "Devils Cargo" and other big productions.

Lyon was featured in Fabian's first dramatic thunderbolt "Flaming Youth," and in such motion picture sensations as "The Heart of Maryland," "Potash and Perlmutter," "The White Moth," "So Big," "Lumox," "Hell's Angels," and innumerable others. His selection for "What Men

OUR BRITISH CROSSWORDS.



Across

- 1 Useless protector until it is used up.
- 5 What the schoolboy called having one wife.
- 10 Describes how it comes to the table.
- 11 Weapon of a past age.
- 12 Bird.
- 14 "Promise land" (anag.).
- 18 The back of a clock always is (two words).
- 22 Vulgar form of head.
- 23 Begin what looks like a statement about your dining-room.
- 24 Enthusiast.
- 25 Not an airman, but often in the clouds.
- 26 One of Mr. Wallace's best known characters.
- 27 Suggestion for a sinner's shroud.

Down

- 1 Greatest effort needed here.
- 2 Robber just a bit and in the middle.
- 3 Involve.
- 4 Features.
- 6 You can be committed for this.
- 7 Distant village in Surrey appears in a very sad word.
- 8 You ought to limit this form of address to one woman.
- 13 They finished up last October

quite harmoniously.

- 15 Chapel.
- 16 With which he seems associated, even though his name be Charles.
- 17 You'd expect this shy beast to run away in the end, wouldn't you?
- 19 Faster (anag.)—and we ended by doing it faster, than the other side could.
- 20 A rope with a song in its heart.
- 21 Striking matches.

Yesterday's Solution

MIRACLE UPLIFTS
I A O B N A H A
N E U T R A L I N D R A W N
E C K E F E N D
R O O M P I V O T S K E P
A U M N H C U L I
L A S H I N G M A R R Y A T
D A
B A L L A S T P U Z Z L E D
I O S W R Y I A
A N T I F I R E S N U B
S H A L L O T U N U S U A L
E I S E N F A L D
D I R T I E N F O L D S

STICKERS

"I FIND LAW SO HARD TO LEARN."

The six-letter name of the person who made the above remark is reversed among the letters in the above sentence. Can you find it?

Yesterday's Solution

① 7 4 ② 9 6
③ 2 ④ 5 8
By arranging the numbers 1 to 9 as shown above and then multiplying them you will get 5568 in both cases—which is 1934 more than the multiplication total of the original problem.

Want" is particularly significant because of his success in "Flaming Youth."

"Not Exactly Gentlemen." Victor McLaglen is a devotee of physical culture and is always in condition. During the filming of his latest Fox Movietone in which he is featured with Fay Wray in the feminine lead, "Not Exactly Gentlemen," which will have a four days engagement at the Central Theatre commencing tomorrow, he had no need for exercise for he had plenty of it while the picture was in actual progress.

Other than doing some real rough riding over open stretches of country and up and down mountains he was invariably perused by sheriff's posse. He had to fight his way literally and physically, through the entire picture with his fists and strength, which were brought especially into play in a gambling saloon sequence where he wrecked the place and a dozen of the bad men habits with it.

"Not Exactly Gentlemen" is based on Herman Whitaker's story, "Over the Border." Dudley Nichols, Emmet Flynn and William Conselman combined on the screen story, continuity and dialogue. Benjamin Stoloff directed.

Rome, Aug. 7.

Drs. Bruening and Curtius, and the German Ambassador Herr Von Schubert arrived at 8.10 this morning, being met at the station by Signor Mussolini, and Signor Grandi.—Reuter.

SIR HENRY POLLOCK.

UNDERGOES OPERATION IN LONDON.

The Hon. Mr. W. E. L. Shenton has received a cable from Lady Pollock stating that Sir Henry Pollock has undergone an operation in London, for appendicitis, and is doing well.

Sir Henry and Lady Pollock left Hongkong on long leave in the spring of last year. Sir Henry is now 67 years of age. All will join in expressing pleasure that the operation has been successful and in hoping for his early recovery.

TWO YEARS' REST.

DENIAL OF REPORT OF NAVAL HOLIDAY.

Washington, Aug. 7. The report that the United States may propose a two years' naval holiday is denied at the White House and by the State Department.

The latter states there is no desire to re-open the question of naval limitation before the Disarmament Conference at Geneva.—Reuter's American Service.

FRECKLES AND HIS FRIENDS



A Special Room!

By Blosser

UNDERARM PERSPIRATION

Harmlessly and Pleasantly eliminated by

NODOR

The Delicate Deodorant

THE PHARMACY

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"THE QUORN"

CONDITION POWDERS FOR HORSES

These powders are specially prepared for racing and polo ponies, and are invaluable for ponies who have gone off their feed, creating a healthy appetite and rapidly bringing them back to thorough fitness.

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TWO INTERESTING ADDITIONS

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Victor Series of Musical Masterpieces.

M-103 Rustic Wedding Symphony
(Carl Goldmark, Op 26)

Played by Vienna Philharmonic Orchestra
Conducted by Robert Heger.

M-107 Sonata in A Major (Schubert, Op 102)

Violin and Piano

Played by Sergei Rachmaninoff and Fritz Kreisler.

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of

Hand Embroidered Underwear**Nightdresses****Petticoats****Knickers**

with Brassieres to match.

Set or Single garments

as desired.

ALSO

Three Piece Lounge Pyjamas

in Various Colours.

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DAILY FOR GOOD
AUTO VALUE**

STUDEBAKER DICTATOR
"8" 5-pass. TOURER REGAL
1930 MODEL 81 B.H.P. Com-
pletely equipped, under 15,000
Miles (Lic. No. 21) Original
F.O.B. Factory Price \$3150.

PRESENT PRICE HK\$4,000.

STUDEBAKER SIX REGAL
SEDAN 1930 MODEL 5-pass.
70 B.H.P. under 8,500 Miles,
114" Wheelbase in EXCEL-
LENT CONDITION (Licence
No. 44).

PRICE HK\$3,800.

STUDEBAKER STANDARD
SIX 1927 Model 5-pass. Tour-
ing Car. Reliable and in good
condition. (Lic. No. 27)

PRICE HK\$1,400.

STUDEBAKER STANDARD
SIX 1927 Model 5-pass. Tour-
ing Car Reliable and in Good
Condition. (Lic. No. 17).

PRICE HK\$1,300.

VEHICLES MAY BE INSPECTED
AT OUR STUBBS ROAD GARAGE**THE HONGKONG HOTEL
GARAGE.**

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
25, Queen's Road C. and Stubbs Road.

**The
Hongkong Telegraph.**

SATURDAY, AUGUST 8, 1931.

DISARMAMENT.

Although it is denied that President Hoover will follow up his moratorium move by inviting the Powers to join in a two-year naval holiday, it must be apparent to the meanest intelligence that the question of disarmament is one which is closely intertwined with world economy. Realising that point, President Hoover has more than once expressed the view that without a drastic curtailing of the current stupendous outlays for arms and war equipment, there can be no real relief brought to countries burdened with unproductive expenditure. Mr. Hoover recently intimated that the world must do away with excessive armament if it wants a renewal of good times; indeed, he holds the view that this question is of even greater importance than the war debts problem. In any event, the two issues are closely inter-related, a fact which President Hoover doubtless had in mind when he launched his moratorium scheme.

The naval holiday rumours are invested with more than ordinary significance when we remember that the World Disarmament Conference is due to be held in February next. There was a suggestion at one time, not many weeks ago, that the United States might urge a postponement of this gathering, but rumours to this effect were quickly dispelled when, on receipt of an invitation to participate, the Washington Government promptly made the fact known that it would wholeheartedly take part and do everything in its power to make the event a success. Mr. Stimson's visit to Europe, it is now known, was for the purpose of holding a series of personal conversations with governmental leaders on the disarmament gathering. That he is discussing this matter with the British Premier may be taken for granted; indeed, Mr. Ramsey MacDonald's statement that whatever matters the two may discuss, peace will be the spirit that inspires them. According to recent American advices, the Disarmament Conference may determine, in one sense or another, the attitude of many people towards economic pro-

blems, especially towards the debt problem. Drastic cuts in arms would relieve tremendously the burden now being borne. Morally, it would bring confidence and stimulate co-operation. It has well been said that while nations are preparing armies and navies, they can hardly collaborate unreservedly. They would certainly be able to work together once they abandoned their rivalry in armaments. More than once has it been hinted that the United States might consider the question of debts in an altogether different light if there were a real reduction in the expenditure on armaments.

A further point to be kept in mind is that the moratorium plan as applied to Germany merely promises temporary relief. If, however, it can be linked up with a naval holiday, it might very well be extended, and what is even of greater promise, could open up the way to a complete revision of war indebtedness. That much accomplished, there would be a world-wide mobilisation of the forces of goodwill and co-operation, leading to such a change in economic conditions as would have incalculably beneficial results. However much Hoover stock may have declined in the United States during the past year, it is becoming increasingly apparent that he is now seizing the psychological moment in which to bring his own country and other nations into the most cordial relationships. If his plans fructify, he will deserve well not only of his own people, but of humanity in general.

This Flying Age.

If only those flights of outstanding merit already accomplished were taken into account, the year 1931 would contribute many remarkable pages to the history of aviation. The crossing of the Atlantic has been attempted on six occasions, and six times has success been achieved. Mr. C. W. A. Scott flew from England to Australia and back in a total elapsed time of 20 days, 2 hours, his record for the return journey holding good less than two months. Mr. A. J. Mollison landed at Pevensey Bay from Wyndham on Thursday after a trip of 8 days, 21 hours. The most striking feature of all such feats, however, is the comparatively casual manner in which they are, generally speaking, accepted by the public. Only the Gatty Post flight round the world, which, of course, stood in a class by itself, succeeded in rousing real enthusiasm. Mr. Mollison received the congratulations of the Air Minister and Mr. Scott, and a fairly large crowd assembled at Croydon to cheer him. But there was no excitement. "Splendid fellow!" says the public, figuratively, and then proceeds to discuss something more interesting, the best thing for the Liverpool Handicap or something of that kind. Yet it is only three years ago that Bert Hinkler was lionised for a similar flight, occupying nearly twice the length of time. Not one quarter the fuss will be made of Mollison even if he also breaks Scott's record in the other direction. There will be no lack of appreciation. But he will not be heralded as a super-genius of the air. And the change of attitude is not to be deplored. It is not, or at least we do not believe it to be, due to a more biased outlook, but to simply increased public confidence in the safety of flying. In a short three years, the Atlantic crossing (from West to East at all events) has ceased to be a hazardous adventure. The journey is now within the scope of hundreds of different machines of standard make. Planes of all types have been so perfected that speed, endurance and distance records must all go by the board. Moreover, there are important achievements by private fliers which must not be overlooked. Mr. J. D. Brock, of Kansas City, using his own plane for ordinary transportation purposes, recently completed 600 days of consecutive flying. He made flying a recreation, while using his machine for business trips. Then again, a week or two ago, a British couple

DAY BY DAY

TO BE POOR AND INDEPENDENT IS VERY NEARLY AN IMPOSSIBILITY.—Cobbett.

The name of Mr. Arthur Tye has been added to the register of chemists and druggists.

At next Tuesday's meeting of the Rotary Club, Miss Rains will speak on "The Salvation Army."

His Excellency the Governor has appointed the Reverend Alfred Swann, M.A., D.S.C., to be a Member of the Board of Education for a period of two years, with effect from 6th August, 1931.

It is notified that the rate for lime-washing in Hongkong and Kowloon under By-law 4 of the Domestic Cleanliness and Ventilation By-law shall be \$3.50 per floor for the year starting 1st October.

Tenders are being invited for a Market at Praya East Reclamation. The contract comprises the erection of an open type, one storey, market in reinforced concrete with caretakers quarters and any other contingent works.

It is notified that His Excellency the Governor-in-Council has authorised as a place to be used as an cemetery for the Tung Wah Hospital only, and to be known as "New Kowloon Cemetery No. 5" the piece of land containing about 1½ acres, situated at Diamond Hill in New Kowloon in the Colony of Hongkong and shown on the plan deposited in the office of the Public Works Department.

The Health Bulletin of Eastern Ports for week ending, August 1, contains the following:—Plague.—Tamatave one case and one death; Alexandria four and one; Rangoon one and one; Colombo four and four. Cholera.—Bombay nine cases and four deaths; Calcutta 42 and 16; Chittagong nine and four; Pondicherry one and one; Madras one case. Smallpox.—Bombay one case and one death; Rangoon two and one; Pondicherry one and one; Saigon one and one; Karachi one case; Madras one case.

Mr. A. G. Piovonelli, the recently appointed Manager of the Peninsula Hotel, has had a varied and considerable experience in the hotel profession. His father, Gr. Uff. R. Piovonelli, known under the name of M. Renaud, was for a long period of years a popular figure in London hotel circles, being General Manager of the Savoy and Claridge's Hotels, where Mr. Piovonelli, Junior, lived for eight years and was thus early in life made intimately acquainted with the business in which his father was such an outstanding success. Through the influence of his father, Mr. Piovonelli was enabled to gain further experience in most of the leading Continental Hotels and during the years 1920 to 1929 received appointments in the Ritz, Paris; Palace, St. Moritz; Ambassadors, Rome; and other establishments for the time, a schooling which should give him a valuable value to him in conducting the operation of the most modern and finest hotelery east of Suez.

returning for a holiday in England from South Africa, decided to fly home, and arrived in England twelve days after leaving Cape Town. They aimed at nothing spectacular. They did nothing remarkable. It was just a matter of employing a modern development in transportation in an ordinary way with a machine costing no more than a good car. These are the best signs for those who have vested their interests in the aerial progress.



"Now go ahead and order anything you like—this is on me."

A Hobby for Hongkong Hikers.

**Stalking Flowers With
A Camera.**By
V. H. C. JARRETT.

Even the possessor of a camera who is only mildly interested in natural history, and whose knowledge of botany is slight, can derive a great deal of pleasure from photographing wild flowers. Nearly everyone is found of flowers; those who are keen horticulturists will not require much persuasion to see in the treasures of the hillside the same beauty as they claim exists in their gardens. Those, again, who have "snapped" nearly everything they can think of, may welcome a chance of turning to something of greater permanent interest than seaside groups, or so-and-so standing in various attitudes or reclining on a rocky bank. The "hiker" will perhaps find more interest in his (or her) walks abroad if the flowers which are admired in their season can also be permanently placed on record.

In the very limited space at the writer's disposal, it is impossible to expatiate on all the points that will interest the systematic collector of flower photographs, the pleasure to be obtained from the hunt for suitable subjects, or the many varieties of blooms that can be "taken." An attempt will be made, however, to summarise the requirements for this fascinating hobby, and the appropriate flowers of the Hongkong year.

The Equipment.

To begin with there is the question of suitable apparatus. No very expensive equipment is required. The camera should, nevertheless, comprise the following essentials:—The lens must be capable of taking sharp pictures at an aperture not smaller than f8; the size of picture must be not less than quarter plate; there must be a focussing screen; and the lens, either in itself or with attachments, must be capable of taking pictures at a few inches, or at least one foot, from the subject.

The best working distances are, three feet for masses of blooms, such as Clematis, or large flowers growing on bushes, such as Melastoma; and twelve inches (giving approximately half natural size) for smaller flowers, such as Arundina, which do not grow very thickly. It is seldom necessary to approach as near as six inches (giving approximately life size), but sometimes it is the only way to take small plants such as Spiraea, or the little corkscrew orchid that is found in marshy grassland in the spring.

The very important question of exposure will need mention. Always take as full an exposure, and use as small a stop, as circumstances will allow. Avoid direct sunlight. The best light is obtained on a bright day with thin clouds over the sun; but if the sun is blazing overhead a light-coloured parasol, or the ordinary Chinese paper umbrella, can be held over the subject to eliminate harsh contrasts. Finally, remember that there is no such thing as a "snapshot" of a wild flower—not if a combination of scientific accuracy and artistic effect be desired.

The Subject.

The "composition" of the subject is important. Choose clumps of bloom that incorporate flowers fully open, full view and sideways, and

flowers partly open or in bud, and include as far as possible some of the foliage. This makes for greater value of the photograph, especially if it is to be a botanical record. A little patience and perseverance will be worth while, in selecting suitable subjects and eliminating those that are not quite so attractive. Even if it means a further walk of a mile it is worth while to the enthusiast.

Sometimes a little manipulating may be essential, and is legitimate. Blooms may be brought a little nearer, and obstructive growth removed; but in most cases flowers will, if keen observation be exercised, be found growing in situations which give a perfect picture, in their natural surroundings, and the extra trouble in searching for them is rewarded with a far more artistic as well as scientifically accurate photograph.

Hongkong's Flowers.

Owing to space limitations, a brief summary of some of the many inviting—in some cases alluring—wild flowers that can be photographed during the year, is all that can be given. The twelve-month can be divided into roughly three periods for botanical purposes, in this climate. There is the spring, from about March to May inclusive, the summer, from June to August, and the cold season, from September onward.

A good time to commence taking photos of wild flowers is February. The month offers the Chinese new year flower, *Enkianthus quinque-florus*, with five pink, bell-shaped blooms, sometimes covering the whole shrub. It is a feature of hillsides, on Jardine's Lookout, Pokfulam valley, and elsewhere. Then there are the *Rhododendrons*, continuing into March and April. These beautiful flowers, also termed Azaleas, offer a magnificent variety, with red, pink, mauve, and white blooms, according to species. The red kind, *R. indicum*, common everywhere, is best photographed with colour sensitive (panchromatic) plates and a colour filter, but most good quality film is partly colour sensitive nowadays, and proper attention to lighting and exposure will give successful results with ordinary apparatus. This remark applies to other red, and yellow, flowers; but of course the light coloured and white ones give the best results. In February there also comes into flower the abundant *Raphiolepis indica*, a bush with white and pink blooms like hawthorn.

March and April are perhaps the best season, with May following up closely, so far as subjects for the camera are concerned. There are the delightful wild roses, the commonest being *Rosa laevigata*, the white masses of which are a feature of the roadside from Shatin to Fanling. At this period the pretty yellow *Cassia alba* naga, in dense spikes, but on a somewhat thorny clambering shrub, may be photographed. Common near the seashore on the mainland, it also occurs some distance from the sea on the island, such as along Wong-chung path.

White Blooms.

April sees many pure white blossoms coming into full flower; and the early honeysuckle, *Lonicera macrantha*, is common everywhere, commencing to flower in March; while the rarer *L. longiflora* commences to bloom in April and continues into May. A fine plant of this latter species was photographed at Sir Cecil's Ride this year. The magnificent white, brown and purple orchid, *Phaius grandifolius*, must not be overlooked.

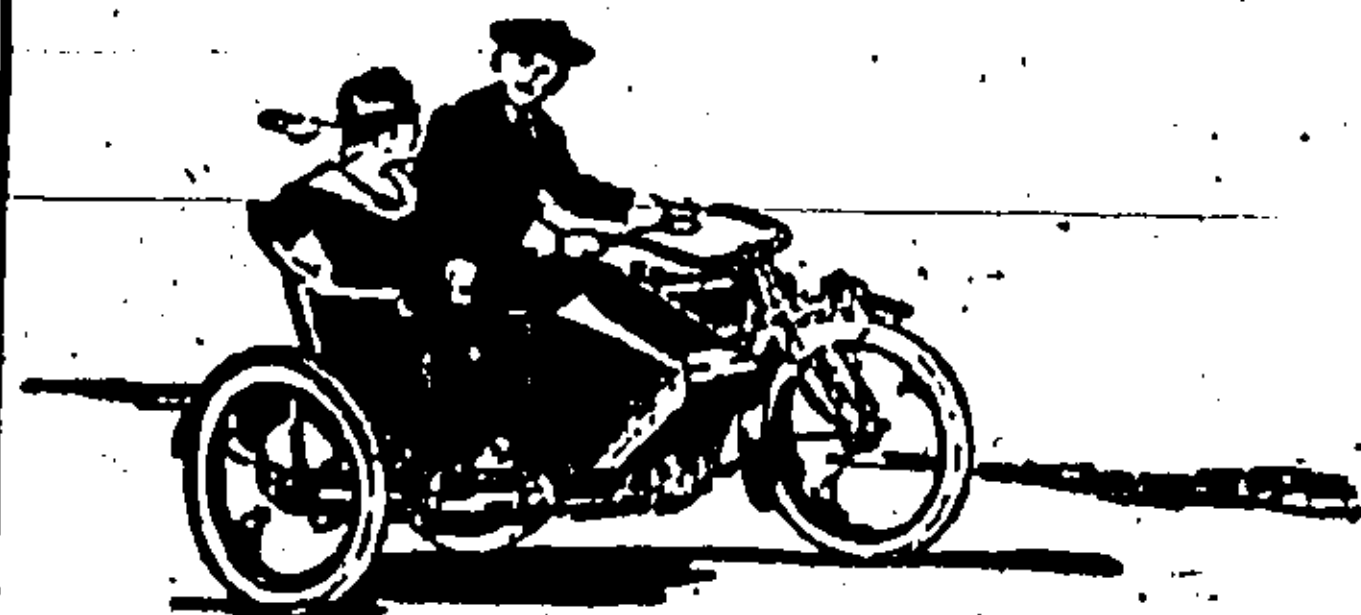
Perhaps the season's most lovely offering is the *Melodinus*, three species of which are found in Hongkong, one of them somewhat rare. The month of May sees these delightfully scented white flowers at their best, growing sometimes in masses, where the plant, a climber, has covered a bush or small tree; the deeply toothed petal, notched on one side, is characteristic. It is found in profusion in such places as Bowen Road and Sir Cecil's Ride.

Another interesting plant at this time is *Mussaenda Erosa*, with small yellow flowers and large white, leaf-like sepals. April, and part of May, sees the bunches of white bloom of *Rosea thymoides*, a small tree found all over the island. The flowers resemble *Isora*; but a closer resemblance to *Isora* (and, indeed, a close botanical relationship) is provided by *Pavetta indica*, with white, faintly-scented bunches of long flowers growing thickly in June along parts of Bowen Road.

May brings the inflorescence of the fine *Magnolia purpurea*, and other large white tree-blooms, as well as the widespread *Rhodomyrtus tomentosa*, a bush with pink flowers and edible fruit.

(Continued on Page 7.)

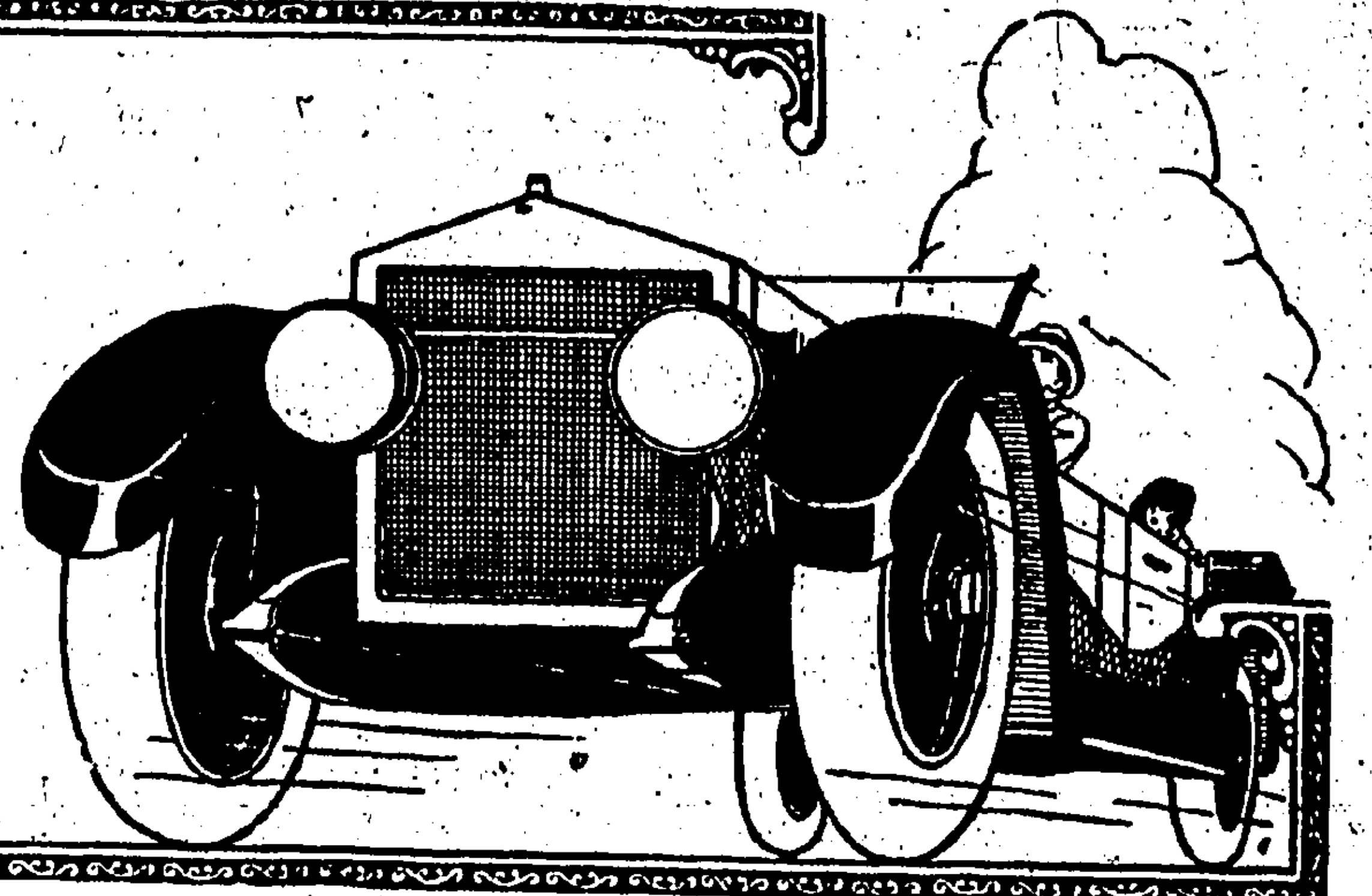
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, AUGUST, 8th 1931.

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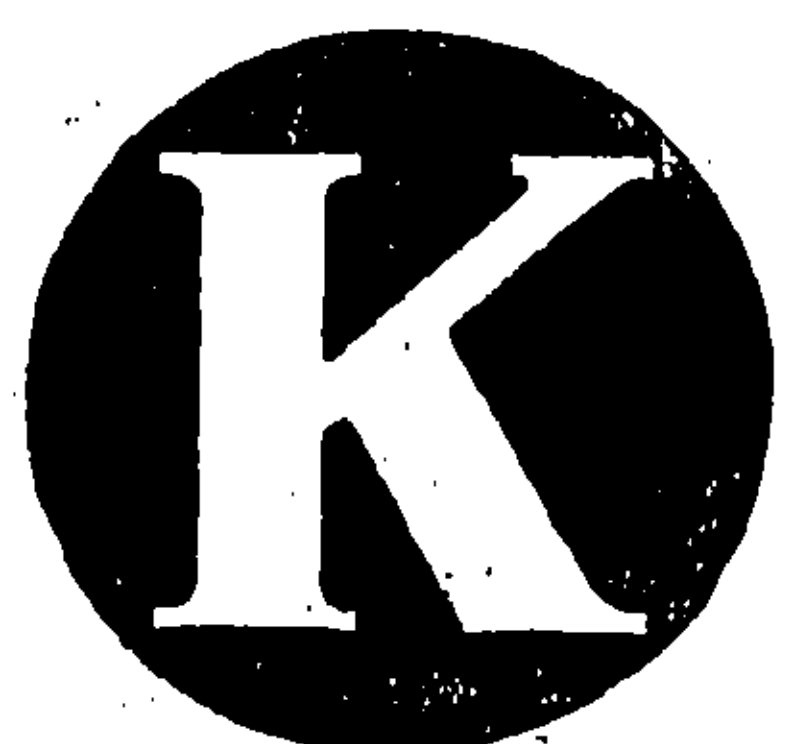


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CURRENT COMMENT

Motor Cycle Trial.

Last Monday's motor cycle reliability trial proved a most successful event, and the competitors generally, displayed considerable ability in negotiating some of the difficult sections of the route. At the last moment it was suggested that the route from Tsimshui to Wong Nai Chung should be abandoned, but the Committee felt that to make any alteration at the moment when competitors were ready to start, would only create confusion. It was therefore decided to warn each rider to exercise the greatest care when climbing the track in question, and doubtless that advice was greatly appreciated. True, there were a number of spills, and although such mishaps may seem to be dangerous, there is not the risk in a skid or fall, providing the rider knows his mount, and is experienced. The competitors were sportsmen, one and all, and acquitted themselves well. Under Inspector Alexander, the Traffic Police co-operated in splendid manner, members of the force even covering the route to assist where necessary. The St. John Ambulance Brigade provided most valuable service at various points, while the officials and marshals conducting the Trial carried out their duties most thoroughly. From every aspect, the organisation was excellent, and it is expected that as an annual event, Hongkong's Motor Cycle Reliability Trial will become most popular and important.

The Hillman Wizard.

Motorists will be interested to hear that Messrs. Hillman & Co., Ltd., have received the first shipment of the Hillman cars which have created a sensation in European motoring circles. Known as the Hillman Wizard, the manufacturer has built a vehicle which incorporates the very best engineering principles, and which gives excellent performance combined with economy. The leading motoring critics at home have been loud in their praise of the "Wizard," emphasising the comfort, roominess, compactness, construction and reliability. Speeds of over a mile a minute are easily reached, and the acceleration is described as "vivid." We shall give further particulars next week.

WASTES PETROL.

Slow Spark Timing
Uneconomical.

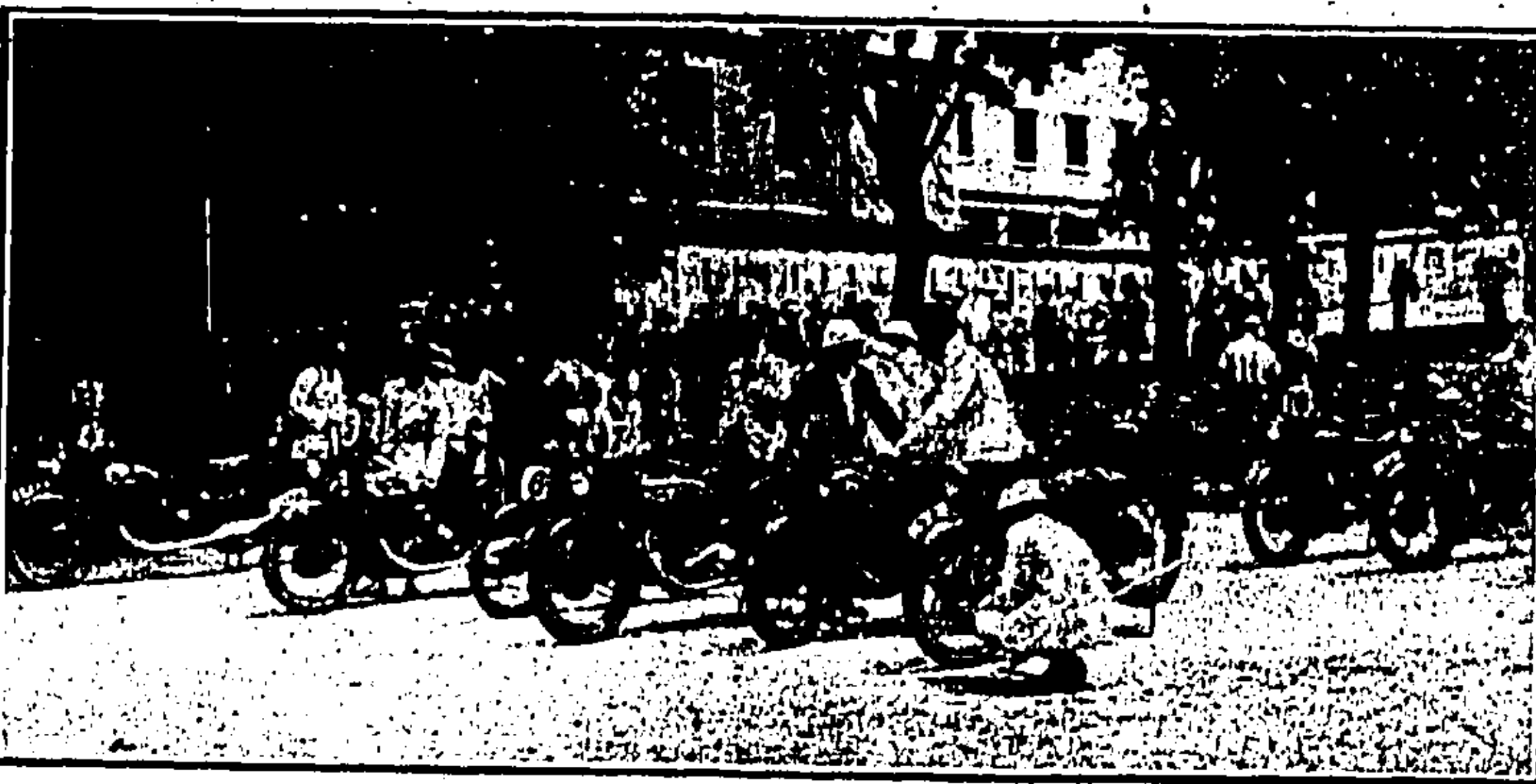
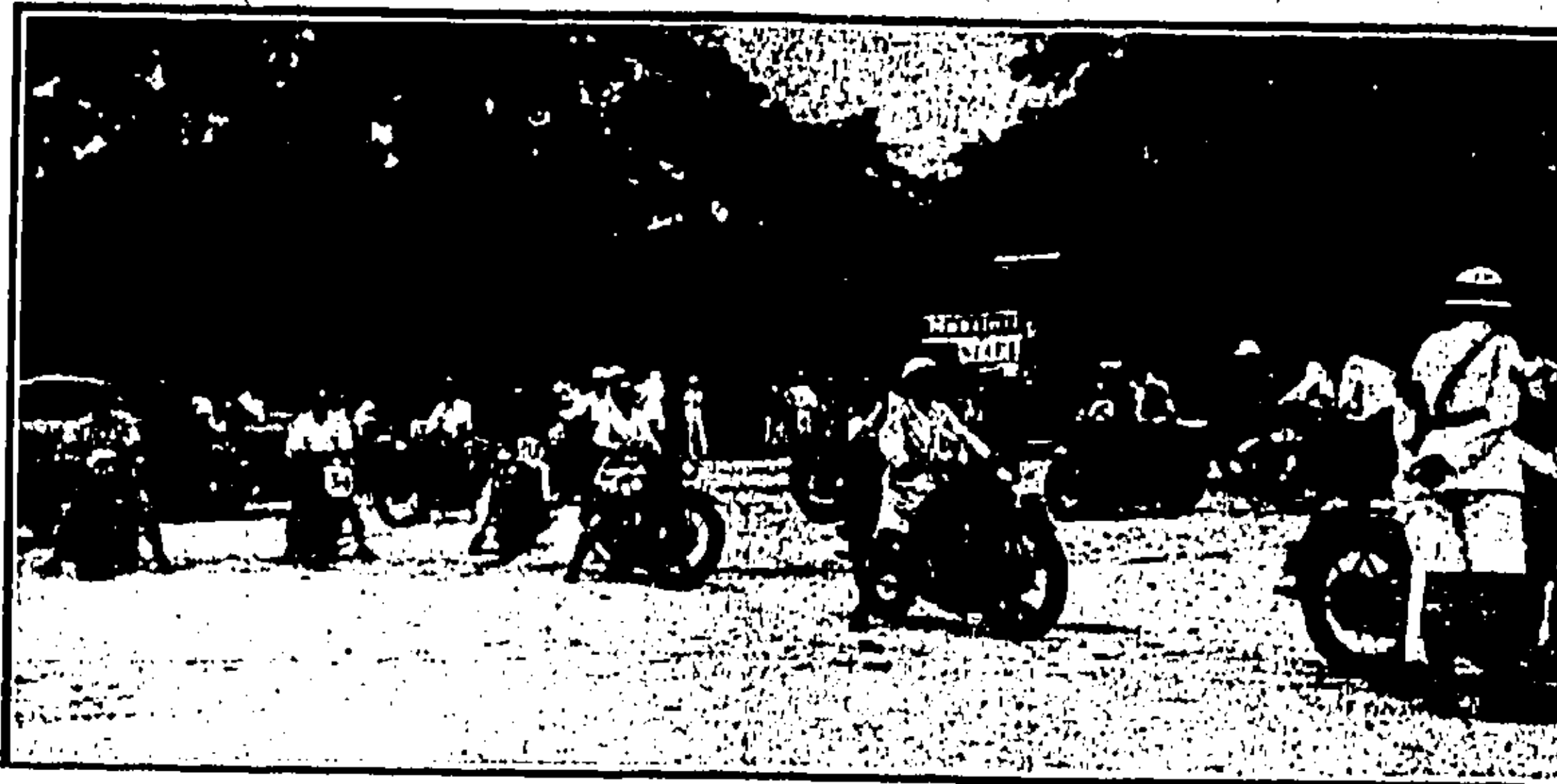
BETTER MILEAGE.

It still is wise policy to avoid tampering with the carburettor until every other means of boosting the engine's petrol mileage has been tried. The carburettor usually is least to blame, and many troubles can follow an improper adjustment.

One owner tried all kinds of adjustments in an effort to increase the mileage of a light six from twelve to what would be normal for a machine of this type. He succeeded only in making matters worse, because he did not suspect that mileage loss was due to the spark timing being late. It is an easy matter to make this mistake, because usually when timing is slow an engine will seem to be powerful enough, provided the owner does not happen to try for speed.

Some of the best hill-climbing machines are a little slow on spark timing. They will also run very slowly in high gear, but will be found to be very deficient in high-speed performance.

FINAL PREPARATIONS AT THE RELIABILITY TRIAL.



The above pictures show competitors who took part in Monday's motor cycle reliability trial carrying out final adjustments and passing the police braking test, prior to starting off on the route. (Photo: A. Fong).

ARE BRITISH CARS BEST?

The Danger of Misleading Headlines.

DEFENCE OF THE HOME PRODUCT.

Taking exception to a headline appearing recently in a British Magazine, the article having been written by Sir Malcolm Campbell, H. C. Lafone, quoting Sir William Morris, regrets the incident. The headlines were: "British Cars Drivers Best, But British Cars Are Not." The article which followed, written by Sir Malcolm Campbell, consisted of an admirable description of the second day's racing for the Irish Grand Prix in Phoenix Park. That day's event was won by Sir Henry Birkin, driving an Alfa-Romeo car.

This Anglo-Italian success prompted Sir Malcolm Campbell to deplore the fact that, so far as the racing of "super-special" sports cars was concerned, while British drivers had shown that they were second to none in the handling of them, British manufacturers had not devoted to that type of car so much attention as had been given it by their foreign competitors. In other words, Sir Malcolm's opinion was that, though British drivers were best, they were practically forced to drive foreign cars if they wished to have the fastest machines available.

In Defence. Having regard to the headlines in our contemporary, it is not altogether surprising that Sir William Morris should have taken up the cudgels on behalf of British car makers. But in his statement, reproduced below, Sir William makes the error of assuming that the headlines in question were written by Sir Malcolm Campbell. If Sir William had been better acquainted with the inner workings of a newspaper office, he would have realized that, however well contributors may write on any subject, it is seldom that they

be bought by the public. The prices of these British cars are also less than half those of the special foreign cars.

"Sir Malcolm Campbell knows perfectly well that British engineers were entirely responsible for producing the engine and chassis on which he put up his magnificent world's speed record. 'British engineers have proved that when sheer speed is required they can produce machines that are supreme. Britain to-day holds world speed records on the land and in the air; but to build entirely special road-racing cars to-day is, in my judgment, an uncommercial proposition, and if Britain is to regain her industrial supremacy she must be guided by industrial and not by purely sporting considerations.'"

Part of the foregoing statement was published in our contemporary, together with a rejoinder by Sir Malcolm Campbell, who is reported to have said: "I certainly wrote the article, but the headline, 'British Drivers Are Best, But British Cars Are Not' was not my headline. I would never dream of saying that, because I regard British cars as best and I have always said so. In touring cars Britain leads the world, but in super-special cars, like the Alfa-Romeo, other countries are ahead. If only British manufacturers would turn their attention to the super-sports type of car, I am sure they would beat the whole world."

Sir Malcolm's words make quite clear the extent to which his previous observations were meant to apply. He might, however, have gone farther and said that, when a famous British firm—Bentley Motors, Ltd.—saw fit to enter for International races what may be described as "super-special" sports cars, there was seldom any reason for British drivers who could obtain a Bentley "wheel" to go elsewhere.

State Subsidies. He might have added that, if persistent rumour is to be relied upon, certain foreign Governments help materially to solve the financial problems that face their manufacturers who devote much attention to the racing of their

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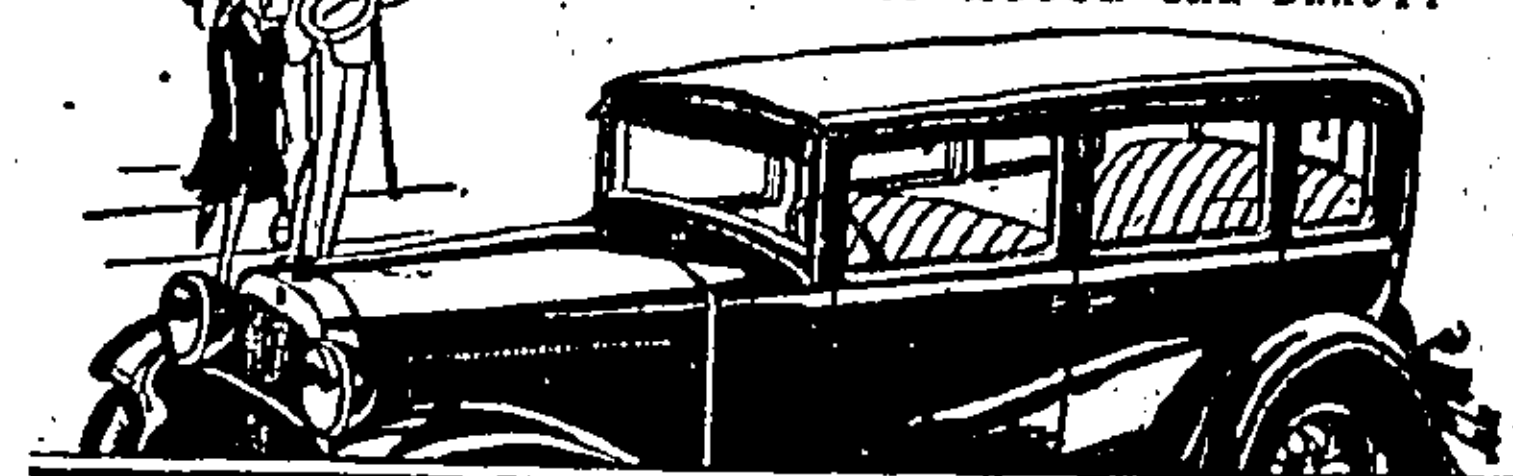


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cars. If our own rulers were to adopt a similar line a number of British concerns would re-enter the racing arena with no less success than they enjoyed in years gone by.

"I was more than gratified to read Sir Malcolm Campbell's reply to my criticisms of his statement," said Sir William to me. "I count Sir Malcolm Campbell among my best friends in the motor world, and could not conceive that he could have meant that which the headline inferred, but my criticism in the Press was my only way to correct such a statement."

"Motor racing as a sport has much to commend it, and I regard Sir Malcolm as one of the world's best sportsmen, who has paid for most of his achievements out of his own pocket, but I must point out that the motor concerns in this country who have specialized in racing in the past have not profited financially by it, while some of those who have not specialized in it are among the successful business to-day."

"Therefore, if special racing cars are to be built for any particular race, the firm or firms who construct them should be financed from an outside source."

SUPPOSE WE ALL OBEYED—



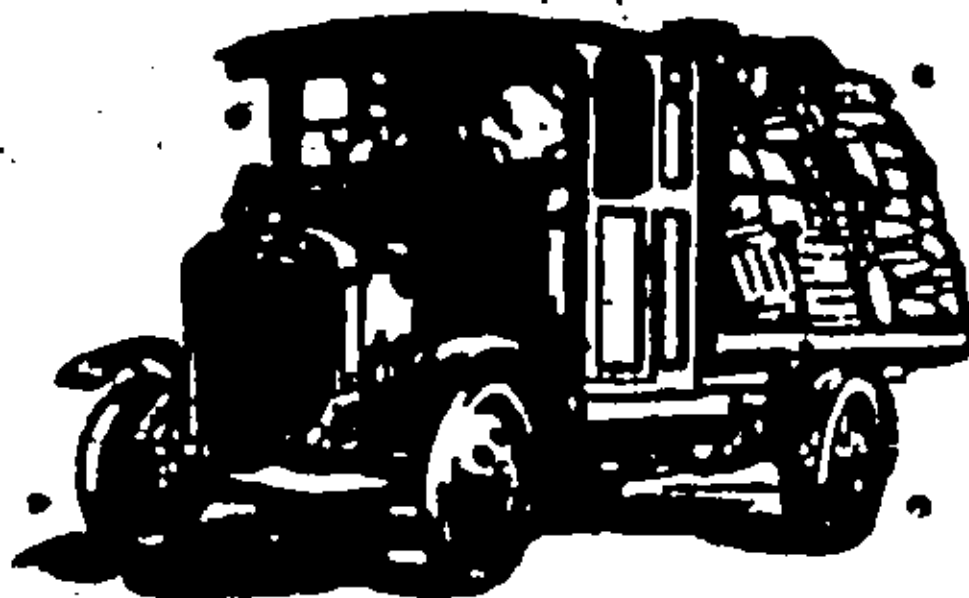
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"VAPOUR LOCK."

Research Reveals Ways
of Preventing.

USEFUL HINTS.

[By-Targel-Klein.]

Completion of a detailed investigation into the mysteries of "vapor lock" by two research engineers of the U. S. Bureau of Standards may be of interest to the motorist, especially since their findings give the causes for this frequent summer trouble and point out various ways of preventing it.

These scientists, Oscar C. Bridgeman and Hobart S. White, reported their work at the recent meeting of the Society of Automotive Engineers at White Sulphur Springs. As a result, future automobiles may incorporate their suggestions for improvements, especially in the fuel line system, so as to avoid this difficulty henceforth.

While we are driving around in cars that become subject to vapor lock, however, we should at least be apprised of the causes and cures for this trouble.

Bridgeman and White define vapor lock as "boiling of gasoline in the fuel feed system causing interruption of fuel flow with resultant engine stoppage."

Since gasolines are now being refined with higher vapor pressure, in response to the demand for such faster running engines, vapor lock has become a particularly annoying problem. For it is pointed out that the higher the vapor pressure of the gasoline, the lower is the temperature at which boiling commences.

Fuel engineers have been trying to find a compromise by which vapor pressure may be kept low and the fuel still answer the demands of the modern engine. But a real help toward solution of the problem of vapor lock will come in redesigning the entire fuel feed system in such a way that the vapor pressure of gasoline may be raised

A new sport phaeton has been developed on the new Lincoln 146-inch free-wheeling chassis, the Lincoln Motor Company announces. Low-slung and rakish, this new open sport type is expected to be a familiar sight around country clubs and fashionable beach and mountain resorts during the summer. Two developments of this type have been made, one with, the other without a tonneau cowl.

In general lines, the new car is smart in appearance, with a top of new design and new type wind deflector glasses to carry out its note of freshness. The top ends above the windshield, like a con-

vertible, having no over-hang. The windshield stanchions and glass are stationary.

The new door glasses, instead of being of the usual type which slide up and down, are shaped like a segment of a circle. Operated by a regulator, they open and close like a fan. When lowered they are concealed by the body moulding.

The tonneau cowl is counter-balanced. A remote control handle operates the spring lock which holds it in place. A folding windshield with metal-bound deflector glasses is provided.

The front seat is especially roomy. The cowl is wide, allow-

ing ample foot room at the side of the accelerator pedal. Ample entrance room is provided. The seat is adjustable so as to assure the driver complete comfort. A metal tray back of the driver's seat is used for storage of storm curtains.

The tonneau is unusually roomy. The rear seat has a centre folding arm rest. A cabinet inlaid with pewter, for stowing away small articles is recessed into the back of the front seat. Access to it is provided by a door fitted on each side of a centre panel in which a cigar lighter, tonneau light and switch are fitted. A metal robe rail is provided.

It is expected that these suggestions will soon be taken up by the automobile manufacturers and will bring about considerable improvement in the 1932 cars.

Meanwhile, it is best for the motorist to consider present design and be prepared for such trouble as vapor lock. This comes particularly in warm weather and at higher altitudes where the temperature at which boiling occurs is lower than at sea level.

Motorists who are used to driving at low levels should remember this when they go touring over the

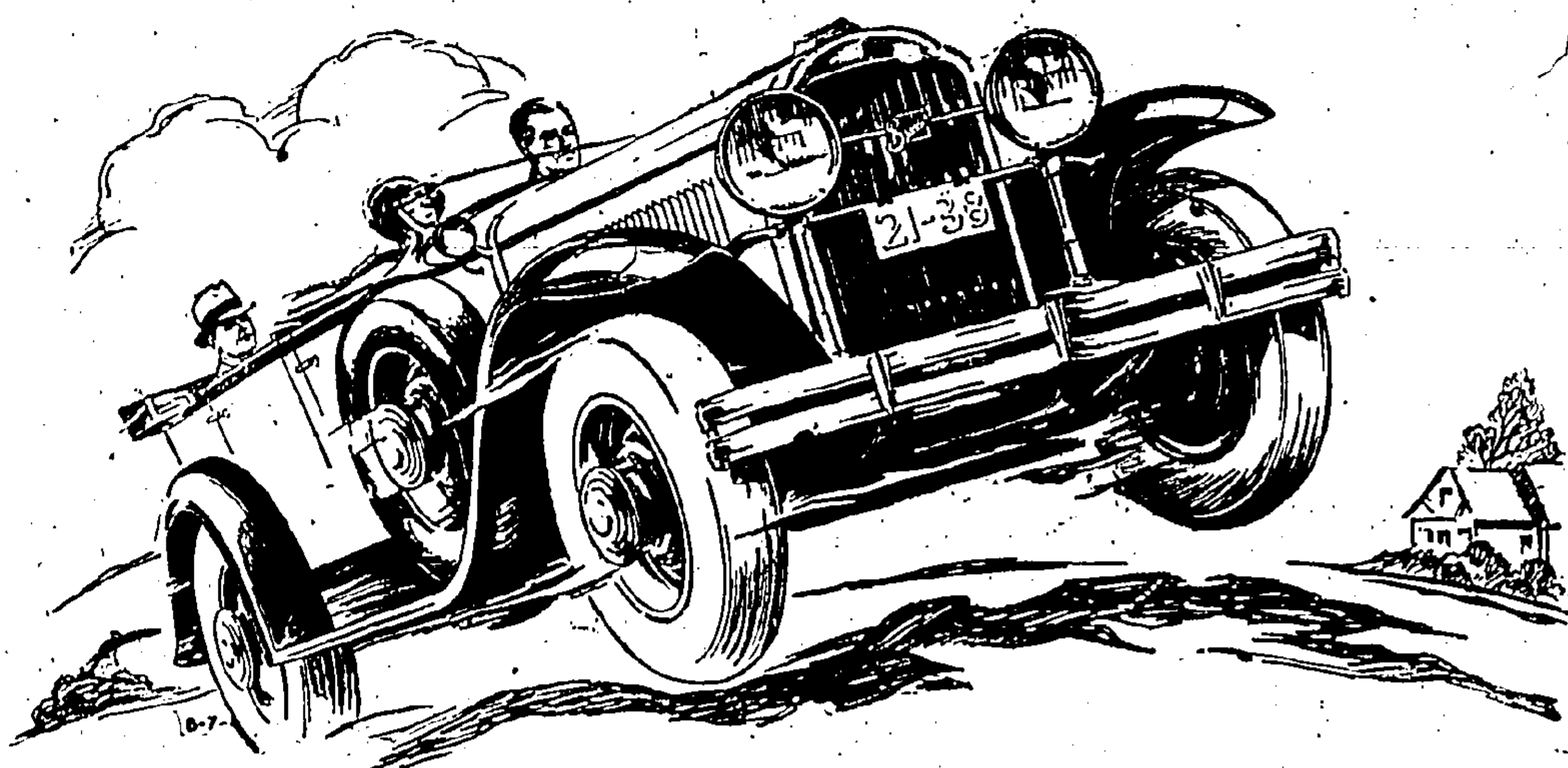
mountains. Climbing any steep, long incline will raise the temperature of the fuel in the feed line and will cause the same stalling trouble that speeding steadily at 40 miles an hour on the level will.

The only cure for this trouble, when it occurs, is to shut off the motor and wait a while until the fuel has cooled off somewhat.

A temporary means to prevent vapor lock is to put a sheet of asbestos between the engine and the fuel pump or vacuum tank and to cover the fuel feed line, especially along the front of the chassis frame, with asbestos.

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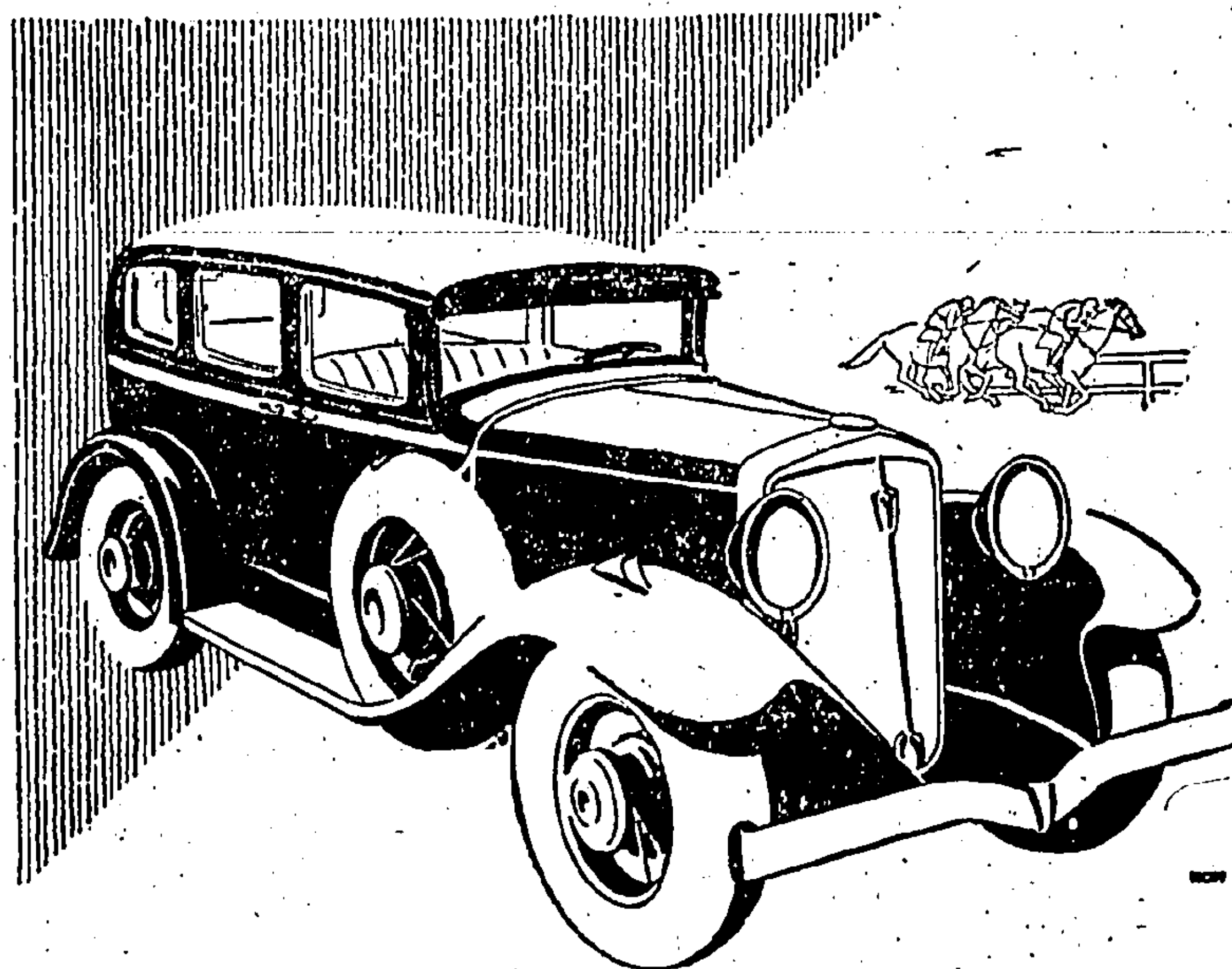
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STUDEBAKER

MODERN DRIVERS' FAULTS.

Selfish and Over-Confident Motorists.

(By Chiltern.)

During a recent train journey, my companion, a British traffic expert, was rather severe on slow-moving car drivers, and said a number of traffic chiefs were with him in desiring a minimum speed limit as a means to relieve traffic congestion.

He was also rather severe in his remarks about modern drivers, and showed that he belonged to the school which thinks the standard of driving nowadays bad.

He predicted a time when trunk roads in Britain would all have a white line or other driving device keeping each line of traffic separate from the other, with a section set apart for vehicles driven at less than 10 m.p.h.

I believe he is right in regard to arterial roads being divided into one-way paths for traffic.

Nor do I agree with him that the standard of driving is bad nowadays, though had he said that much of the present-day driving was so thoughtlessly relaxed as to be dangerous, I would have agreed with him.

Thoughtlessness, over-confidence, and selfishness in driving I believe to be responsible for a considerable part of the road trouble of today.

Like Mild Hoolligans.

Week-end and holiday times are the periods when these three faults are mostly displayed. Then one sees cultured men and women, completely forgetting their training, behaving like mild hoolligans at the wheels of cars.

To take a few of the varieties of thoughtlessness and selfishness so often encountered nowadays.

There is the man who drives well away from the left-hand side on a main road at 28-30 miles an hour. It is his idea of safety. He may be right, but by doing this he is selfishly making a road that should hold four lines of traffic a two-line, or perhaps a three-line, highway.

He forces others who want to get on to wait and the last to take the risk of overtaking him on the left-hand side or to go over to the wrong side of the road in passing.

If this does not happen through his selfishness, something equally bad does. Cars behind him take up station on his tail until 20 or more are held up, for no one without the acceleration of a racing car dare risk overtaking a line of five or six cars bonnet to tail.

Some may say that the motorists who hung on to the man's tail were thoughtless also, because they ought to leave a space of two car lengths

between the car in front of them so that they could overtake the car when conditions allowed.

Intrusion.

But if they did, some hasty driver would come along and, in an attempt to overtake, would fill the space, possibly to save himself from a crash with an oncoming car, the speed of which he had misjudged.

Another example of selfish rudeness is experienced in every traffic hold-up every week-end on roads to popular seaside places.

The traffic, for some reason or other—a narrow bridge or an obstruction on the road—forces all decent motorists to move in a jam at slow speed when some bright youth rushes up on the wrong side of the road and then, realising the difficulty, bores into the line, forcing one car to brake harshly and, with the driver unable to give any signal, three or four cars become involved in a minor crash.

Another curious act of thoughtlessness most prevalent now is that of driving on the wrong side of the road at corners whether there are white lines or not.

A Poor Excuse.

If tackled with this dangerous rudeness he would probably say he was avoiding the reverse camber, but the modern car will take reverse cambers safely at higher speeds than the average man travels.

Under the Road Traffic Act, ignoring a white line can bring about a prosecution for dangerous driving, and the police of many counties will probably this summer give a court lesson to many such offenders.

Then there are the cross-roads. Question any motorist and he will readily reply that accidents should be avoided at all costs, but, judging from observations at cross-roads and road junctions at Whitlun, it would seem that not all motorists hold that view.

What is the singular psychological change that sets in when a man takes over the wheel of a car?

Talk to him away from his car, and he will say that a crossing or road junction of any kind must be taken at a speed at which another motorist, doing a reckless thing, could be avoided.

But how many do approach these crossings and junctions with their minds concentrated on the possibility of meeting the unexpected?

With the holiday season beginning the highway is no place for thoughtlessness or selfishness.

MASQUERADING GARAGES.

Offering Service to Patrons.

COURTESIES TO THE OWNER-DRIVERS.

The survival of the ancient British institution of a couple of petrol pumps, a shed, a man and a boy masquerading under the name of garage, is a perpetual source of wonder to American visitors. Here and there, outside London, if the motorist is fortunate, he encounters a service station which justifies its titular dignity.

He runs his car in; a courteous assistant awaits his order; the car is immediately taken in hand by quick-moving mechanics, and within half an hour the trouble, if not a major one, is put right and the car returned to the owner.

How can it be measured, the peace of mind which comes to him who is conscious that his car has been passed out by a blue-overalled expert as entirely fit to take the road once more? asked a writer in the *Evening Standard*.

And it is usually only a small matter that leads the owner-driver to seek the help of a garage. It may be the suspicion that there is undue play in the steering gear, or the certainty that the brakes are not so good as they should be.

It may be the sinister behaviour of a tappet, or an unaccountable squeak in the darker regions of the chassis. It may be pure imagination—often it is, in the first few months of a motorist's career, as we all know—but still, who would not confess that half-a-crown paid to the service station for an inspection is a bargain price for tranquillity of mind?

Service Stations not Merely Petrol Sellers.

I suggest, therefore, to those garage-proprietors who regard motorists as merely people to whom they can sell petrol, to visualise them as the weak and

worried human beings that they so often are, and to profit by this psychological adventure.

I would suggest to them that they make arrangements for the most expeditious assistance possible for the motorist who may pull in for some minor adjustment or for counsel. Personally, if I were running a garage, I should adopt the methods of the first-class establishments in the West End.

I should see, first, that it had an efficient and clean and inviting appearance; secondly, that there was a clear, but dignified announcement displayed outside of the kind of service obtainable, with the appropriate scale of charges; and thirdly, that no customer was allowed to waste time waiting for attention.

These first impressions on my customer would be succeeded by others even more captivating; the mechanic would know the make of car so thoroughly that within three minutes he would have produced a correct diagnosis of the fault—a loose nut, for example—and within six would have corrected it.

I know that many owner-drivers to-day are capable of attending to these minor matters themselves, but I know also that they are only too glad to have expert advice if it is cheap and readily available.

But it is not fair to expect them to trust their highly-polished wings to the merces of some inexperienced youth in a crowded shed where cars are being pushed about and manoeuvred in and out all day. Homioidai rages, induced by the first view of a large scratch, dent, or other damage, are not uncommon in these places.

Application of Recent Sunday

Observance Act.

Last of all, it would be interesting to know whether the Sunday

Observance Act applies to garages; for it is most extraordinarily difficult to find one with a mechanic on duty on the seventh day. Now that surely is a fundamental error, for Sunday is the day for motoring, and, therefore, the day when there is the greatest demand for on-the-road service.

Garage people should look upon themselves as the servants of the motoring public, not their masters—so frequently the attitude of the gentlemen, who, in their Sunday serge, stroll out in response to your angry honking.

No doubt there will be a great change for the better everywhere as soon as someone starts a chain of really first-class service stations on the popular roads, but I cannot for the life of me understand why there should be such a disregard—almost a callous disregard—of the chances of profit as exists at present.

Nor can I understand why any petrol station should pretend to be a parlour or something else that it isn't; nor why some offer you tea when you would gladly give the price of a good dinner for an expert opinion on the state of your clutch.

AMERICA'S BABY CARS.

Three Midgets Now Marketed.

LOW PRICES.

Midget motoring in the United States has set 1931-32 for its greatest advance. Behind the scenes, preparations have been completed to augment the present single bantam car with two others and, in addition, midget models are known to be under study in the laboratories of some of the most important manufacturers.

The Victory, from Martin Motors, Inc. and the Littlemac are the two destined to join the Austin. The design of both has crystallised. Specifications have been determined, and orders placed with parts specialists. Dealer organisations are being formed, and dies, jigs, and tools now are being rushed to permit production in quantity.

A fourth small car, the Mathis, though slightly larger than the others, is uncertain as to its fate in the immediate future. It was originally announced for production by the Durant Co. this year as the American version of a popular French small car product.

To Sell For \$40.

Martin Brothers' midget attracted public attention in 1929, when models of it appeared with the announcement that it was to sell for \$40, and was to be delivered in a packing box, which could be used as a garage. The first car embodied a number of interesting features, and was submitted to demonstrations of its abilities.

In some respects, however, it was an improvised creation, and considerably different from the form in which it is now to be offered, although a number of novel features, devised by its inventor, Captain J. V. Martin, have been retained.

The Littlemac, the other new bantam now getting into production at Muscatine, Iowa, is of more conventional design. Its price, \$58 for the single coupe model,

puts it in a tier above that of the Victory, which is to sell at a base of \$50.

The Victory line is the smallest of the midgets. Its wheelbase is 75 in., compared with the 78 in. of the Austin, and the 82 in. of the Littlemac. It weighs, in the standard coupe model, about 8½ cwt. The weight of the comparable Austin body type is 10½ cwt., and that of the Littlemac slightly more.

In tread width the three cars vary considerably. The Littlemac is the smallest in this dimension. It is 42 in. wide. The Austin is 42 in., and the Victory 53 in. The Austin has the smallest engine. Its power plant has a bore of 2.2 in., and a stroke of 8 in., giving a piston displacement of 45.8 cubic inches. Its rated horse-power is 7.8 and brake horse-power 13.5.

Economy of Performance.

The engines of the Victory and Littlemac are made by Continental. The Victory has a piston displacement of 78 cubic inches, a brake horse-power of 30, and a rated horse-power of 14. An 87 cubic inch motor powers the

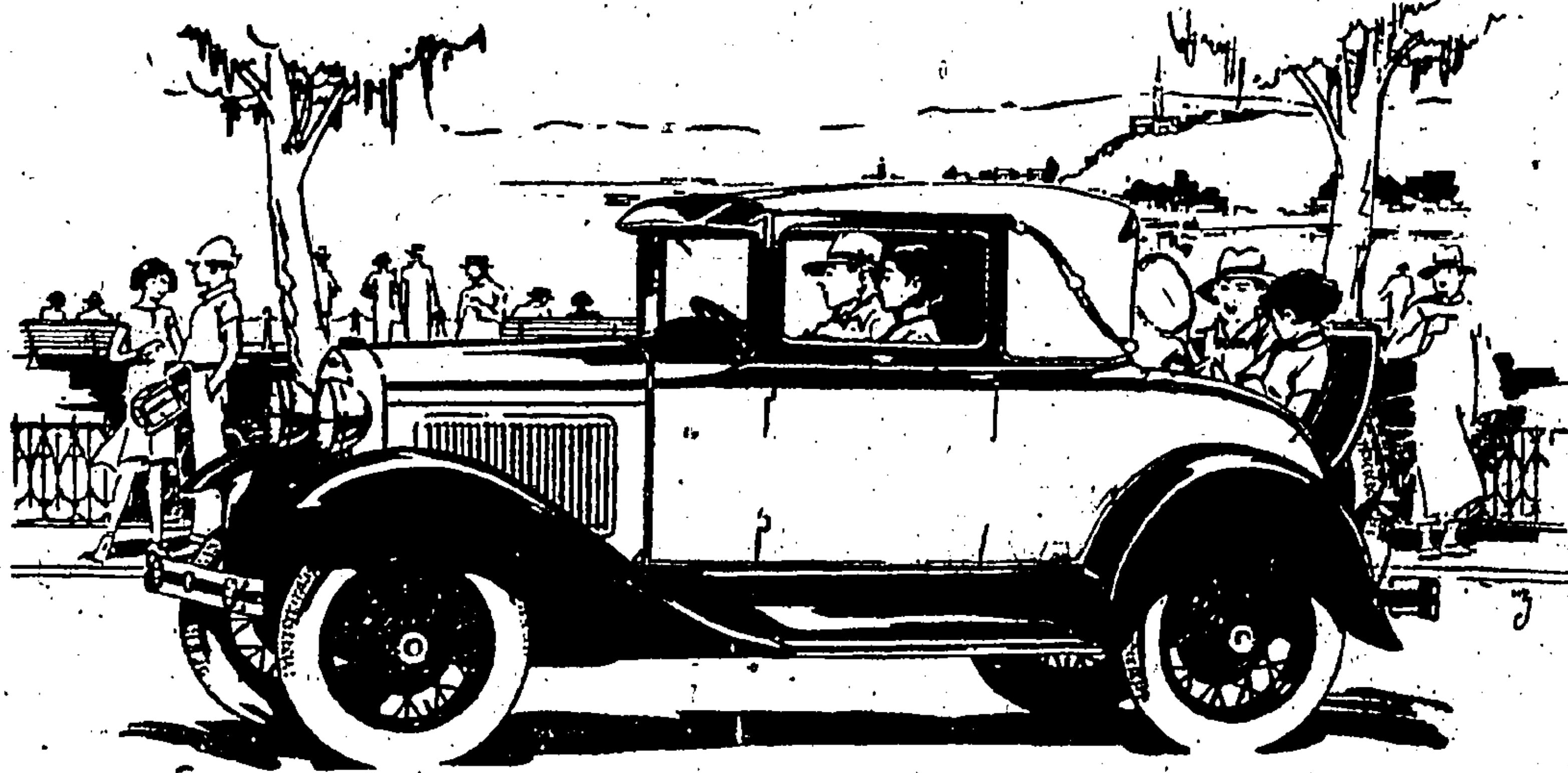
Littlemac, and delivers 30 brake horse-power. The bore and stroke stroke are 3¼ by 4¼ inches. The engines in all three cars have four cylinders.

All of the midget models, including the Mathis, have but a single seat. The preferred body style is the coupe, although this year saw the Austin appear also as a roadster. The sole Littlemac model is a coupe. The Mathis has been designed in two coupe forms, a standard and a de luxe model. The Victory offers three versions of the coupe; a standard, a de luxe, and a convertible.

Austin, Littlemac, and Victory are, or will be, offered in commercial types. Similarity is noted in the claims of the makers of the midget cars regarding economy of performance.

TRUCKS HAUL STOCK.

Motor trucks hauled about 12,522 rail carloads of livestock into Chicago markets in 1930, an increase of 25.6 per cent. over the 1929 figure.

CHUMMY ---
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THE NEW FORD SPORT COUPE

LEG Room—seating capacity and comfort are all outstanding characteristics of the New Ford SPORT COUPE—and you have them all in addition to its beauty—its chummy atmosphere and appearance and its wonderful performance.

THE wide front seat and the comfortable roomy rumble seat easily accommodate four, with room to spare—making it the ideal car for the motorist who but occasionally requires the greater capacity of the Sedan.

THE specially designed sport top, the long graceful lines—the deeply-cushioned seats the sport treatment throughout the interior and countless other appointments give the

impression of a custom built car—distinctive—beautiful.

AND, of course, the well-known Ford Standard features are to be had also in the Sport Coupe—the powerful Ford motor—the Triplex shatterproof windshield, the completely enclosed four wheel brakes, the four genuine Houdaille shock absorbers, the tarnishable bright parts of Rustless Steel—all features which have made Ford Motor Cars "A Value Far Above the Price."

GIVE the Sport Coupe a trial. It will cost you nothing, and you will be surprised with results!

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It is easy to neglect a battery until it gives trouble, but this is costly and dangerous practice. You carry no spare battery and should protect the one you have.



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33, Wong Nei Chung Road, Happy Valley.

A three-wheeled auto, the B. S. A., is catching on in England. It has two wheels in the rear and one in the front. It sells for about \$500.

HIGH GRADE SMALL CARS.

Where Britain is Supreme.

In the last year or two a number of new car models have been announced with a power unit of a size larger than their predecessors.

This has been taken advantage of by a number of experts to forecast larger-powered cars and to decry the small car. My taste runs to large, fast cars, and I am, therefore, not against large engines, but I feel it is neither fair nor reasonable to let insinuations against the cheapest form of motoring go unquestioned.

Let us take the advantages of the larger-engined car. It is said that users want power which is easily available, and the effective use of which does not depend on the skilful use of gears. If the objection to the small car is gear-changing, why have not makers tackled the question of relieving the driver of the need for skilful gear-changing?

Gear-Change Devices.

The free-wheel and three or four automatic gear-change devices have been in existence for several years, but only one or two firms have looked at them seriously. I believe most firms are now realising their possibilities.

There is a lot of misunderstanding in the idea that a large bore, comparatively slow-speed engine is expensive to run, in addition to the extra tax that has to be paid. The full power of the larger engine is rarely called on, and in most cases the petrol consumption is not greatly higher than that of the smaller engine with a similar road performance.

The power of the larger engine gives greater speed, hill-climbing and acceleration, and makes the car easier to drive. The engine is working well within its maximum with less stress, and therefore there is less wear and tear on the parts.

Some advocates of the large car, in scoffing at the small car, have made ridiculous comparisons between a 16 h.p. and an 8 or 9 h.p., and have spoken as if every ordinary 16 h.p. car will do 50,000 miles without decarbonising, while an 8 or 9 h.p. is laid up every 2,000 miles.

Two things the British buying public want before all else. Firstly, they want a car of the lowest horse-power and maintenance cost to do their job of transport.

port; secondly, they want freedom from effort during driving.

Britain is supreme in the class of transport between 7 and 10 h.p. Cars of between 7 and 10 h.p. outnumber all others enormously. The second demand is not being met to the extent it might be, but I am convinced that it will be met sooner than most people imagine.

One thing only remains to be found to bring this about. That is, a lighter form of easy gear-change device suitable for cars of 10 h.p. and under. Given that, the present popularity of the excellent small British cars of 10 h.p. and under will be small compared with their future popularity. The type is as reliable, speedy and sturdy as its bigger brothers, and its comfort has been improved out of all knowledge during the past two years.

In initial cost and cost of upkeep it has all other types beaten easily, and the statement one sometimes hears, that the saving in initial charges between a small car and a bigger car is more than offset by the expense incurred in service charges is not justified.

I doubt whether an alteration in the horse-power tax, even the abolition of the tax, will ever result in the British motoring public turning from the small car to the larger car. It may mean that the "little sevens" and "eights" will have some measure of their popularity, but I believe that, in Britain, the most popular type for several years will be the 10 to 12 h.p. with 16 h.p. figured as a big car, and expected to give that "delightful feeling of ample reserve" which the advocates of the 25 h.p. and 30 h.p. now talk about.

The British "Baby."

Let us be fair and admit that, comparatively, the world holds nothing so good as the British "baby." An 8 h.p. saloon can be bought for about £130. Tax and insurance are low, maintenance is low, running is as low as 5s. a week, fuel gives 40 m.p.g. (even with a heavy-footed driver), lubrication is somewhere about 1,500 miles a gallon, tyres are long-lived, and road performance is high.

Three years ago, taking capital and depreciation in costs as well as all other things into account, an 8 h.p. car normally cost 3½d. a mile to run for 10,000 miles a year. It should be cheaper still now. C. in Exchange.

BLINDING LAMPS.

Suggested Amended Regulations.

HIGHER EYE-LEVEL.

(By John Prioleau).

In their amendments to the Draft Road Vehicles Lighting Regulations submitted a few days ago to the Ministry of Transport, the Royal Automobile Club have made some valuable suggestions which, it is to be hoped, the authorities will seriously consider. To begin with, they argue that the word "blinding" is a better definition of the trouble and danger caused by uncontrolled lights of high power than the old one "dazzling." It is their view that the word "dazzling" is indefinite and covers both the inconvenience and the danger caused by headlights—two totally different matters. It is obvious that the new regulations are to be directed primarily against the danger of "free" beams, the inconvenience being of much less gravity. As the amendments phrase it, "it is only the blinding effect which is dangerous, and it is that which should constitute the offence."

"Dazzle" and "Blinding." We have been so long accustomed to accepting the definition "dazzle" as covering the whole question that at first the distinction may not be obvious. Yet there is a considerable difference between the two, and it is well that the attention of the public as well as of the Ministry should be drawn to it. It is quite possible to be slightly or momentarily dazzled by oncoming lights without any risk attaching to either party. A properly-designed lamp with controlled beams, may produce a passing dazzle at a distance of say 200 ft., but the point at which it does so is so limited that no danger to anyone results. The effect is past almost as soon as it is felt. It would

obviously be ridiculous to frame regulations which forbade the use of such lamps when, in other respects, they fulfilled all requirements. As the R.A.C. remarks, it is obviously desirable that there should be as little ambiguity as possible in the wording of any regulation an infringement of which may lead to a prosecution.

A Higher Eye-Level.

The second amendment deals with the design of lights, and is the most interesting and practical of the four put forward. The draft regulations lay it down that the illuminating beam must not be higher than 2 ft. 6 in. from the ground at a distance of 25 ft. from the car. As anyone can discover for themselves by brief experiment, this is overdoing it by a large margin. As the club remarks, the average height from the ground of existing headlights is about 36 in., and this regulation would enforce a downward angle of such degree that the light would strike the road at a distance of 150 ft. from the car, thus reducing the effective range of the average lamp by fifty per cent. The amendment suggests that a horizontal beam should be permitted—as well as or as an alternative to a descending beam, I take it—which does not rise above 42 in. from the ground at any point.

I recently tested and reported in The Observer upon a new type of lamp, which, throwing a flat horizontal beam from a height of 27 in. above the ground, gave ample driving light and to all intents and purposes obeyed the draft regulations. I found that while there was a very slight (in the case of moving vehicles, momentary) dazzle at 30 in. above the ground, the proposed standard level, there was none at all at any height above it up to 36 in. This was the first lamp of its type I have ever tried which gave really satisfactory results, and it is to be hoped that the R.A.C. amendments will be accepted so as to promote further useful experiment on the same lines.

HAND SIGNALS IN MOTORING.

Invisible from Motor Coaches.

MECHANICAL SIGNS NEEDED.

A motoring problem that has not yet received the attention it needs is that of mechanical signals by drivers in traffic that is not only congested, but in which there are vehicles as far apart in size as the "baby" car and the long motorcoach, writes the Morning Post.

Owing to the length and width of most motor coaches, drivers of motor-cars could seldom see the signalling hand of a coach driver. In cases where the driver wished to signal that he was pulling out into the road, many car drivers saw the signal only at the moment when it was almost too late to avoid accidents.

This suggests that every vehicle should be equipped with some means for signalling to following traffic.

Signalling devices on cars are usually fitted on the front screen. Some cars also have an indicator at the rear.

Why should not the Minister of Transport consider the question of compulsory rear signals on motor vehicle to give greater safety at all times?

It should be a simple matter to arrange a standard type of indicator, which would be easily understood by all concerned. The Highway Code impresses on all motorists the necessity of giving signals in good time before changing direction or stopping. But what use are hand signals that cannot be seen by drivers of following vehicles?

Direction Indicators for Motorists.

Direction indicators at the rear of vehicles would be helpful to other road users besides motorists. "Get to know the signals used by drivers of vehicles and by persons regulating traffic," states the Highway Code in its advice to pedestrians.

"They (the signals) will help you to decide upon your own movement."

For want of a rear indicator or signalling device on his taxi-cab a driver, as I happened to see recently, nearly ran over a pedestrian who was about to cross a road on which there was no traffic behind him. There was no indication that the taxi-cab was about to turn round and return on its tracks. A signal device would have saved both persons a shock to their nerves.

During the past few years motor manufacturers have provided red "stop" rear lamps as part of a car's standard equipment. Since the popularity of the saloon and closed car their owners have added also mechanical signals to notify change of direction to other road-users. These, usually, are easily seen both in front and behind.

The Minister of Transport may not wish to specify any particular form of signalling device, but there seems no good reason why an Order in general terms should not be made to meet the need.

Every user of the road knows the difficulty of seeing signals made by drivers of large closed-box vans, for instance, so that only traffic coming towards the large vehicles are in a position to read the signals made by the driver. Drivers following such vans keep as clear as possible for this reason.

A signal indicator on the back of a van would at once give confidence to the driver of the van as well as to other road users.

The cost of such indicators would be small; the safety value great.

Consideration is being given to a proposal for the installation of automatic lights for traffic control at Guildford.

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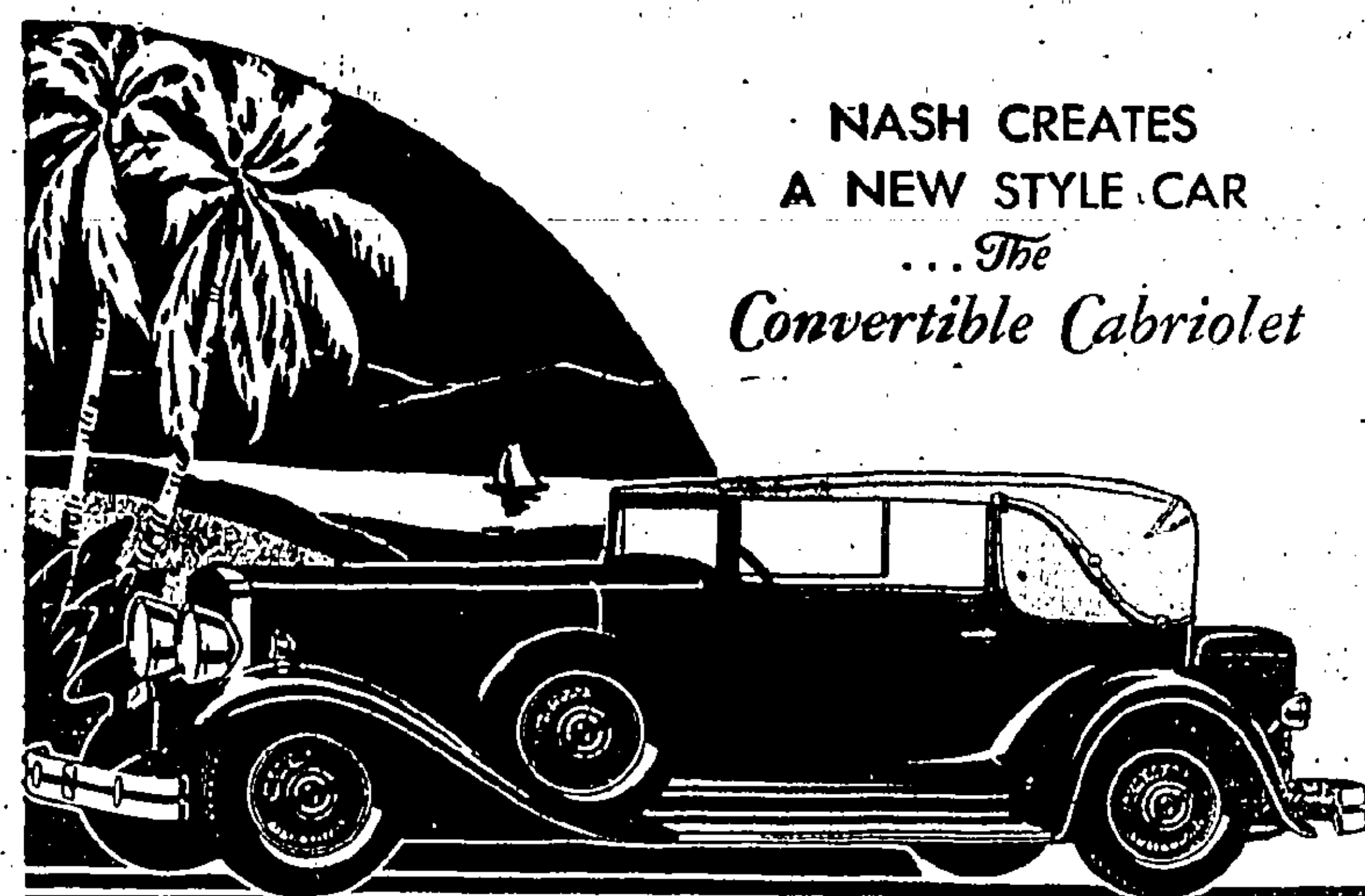
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NASH CREATES A NEW STYLE CAR ...The Convertible Cabriolet

THE thrill of the open road is yours again with the smart new Nash Convertible Cabriolet for four passengers, portrayed above and at the right. This dual-purpose car which may be changed quickly from a snug, winter-proof enclosed model to a dashing, top-down touring car for tropical use—and vice versa—was designed primarily for motorists who love sunshine and beautiful scenery. Nash offers this beautiful new model in the Eight-81 and the Eight-71 Series. Each car represents an entirely new value, and now brings to the moderate price field, a popular, although exclusive, body design previously found only

in expensive custom-built cars costing two or three times as much. The outstanding success of the new Nash Convertible Cabriolet indicates its preference, among thousands of motorists who, tired of the confinement of the conventional sedan, eagerly awaited the new style car introduced by Nash and priced so low that all may now own what once was available to only a favored few.

THE ORIENTAL MOTOR CAR CO.,

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PLAIN: It's not too sweet and not too dry."

IN ALL COCKTAILS, where Vermouth is used.

AS A LONG DRINK IN SUMMER: with mineral water.

The Perfect Cocktail

"GIN & CIN"

1 DRY GIN, 1 CINZANO VERMOUTH, A SQUEEZE OF LEMON

WHAT ABOUT "IT"?

Will you have a "Gin and It"?

The knowing man says: Oh no!

I'd rather have a Gin and Cin. The "It" is then "Cinzano."

"CINZANO" stands for quality. Quality is equal to "CINZANO."

In one you have both!

Obtainable from All Wine Merchants.

Y.M.C.A. HOCKEY CLUB.

BRIGHT PROSPECTS FOR COMING SEASON.

The annual meeting of the Y.M.C.A. Hockey Club was held on Thursday, when Mr. J. H. Hunt presided. The following elections were made:—Captain, Mr. D. McInnes; Vice-Captain, Mr. A. Tate; Hon. Secretary, Mr. R. A. Bates. The above officers, with the addition of Mr. A. C. Jeffreys as non-playing member, will constitute the committee. Prospects for the coming season seemed very bright, and it was decided to defer the question of entering a Hockey League, if such be founded, and if necessary the matter would be considered at a special meeting of the committee. The list of playing members is now being compiled, and all Y.M.C.A. members interested in hockey are requested to inform the Secretary as soon as possible.



What is the first motion of the backswing?

The first motion of the backswing should be made by the legs or hips. In other words, the weight should be shifted first, followed by the turn of the hips. If one starts the hands first, the club is lifted upright. This is a characteristic motion of the



beginner who swings the club as though it were an axe. That the arms start before any wrist action takes place is clearly shown in slow motion pictures of the stars. Nearly all experts let the clubhead lag behind the arm motion during the first few inches of the backswing. This move indicates that it is a relaxed one.—ART KRENZ.

LIFE-SAVING TESTS.

GOOD PASSES BY MEN OF THE ARGYLLS.

The first class in life-saving to be formed by the 2nd Bn. of the Argyll and Sutherland Highlanders, have individually earned the award of the life saving certificate of the Society, and bronze medallion. The men who passed were: C. S. M. Creek, Cpl. Medd, L. Cpl. Shearer, L. Cpl. Elliott, L. Cpl. McDonald, L. Cpl. Gray, and Pte. Longstaff, Cram, Jackson, McNeil, Jamieson, and Fleetwood. C. S. M. Creek also passed the tests for hon. instructor in life-saving. C. S. M. Creek has not only very creditably passed all the tests himself but has also managed to instruct the class who passed out yesterday; a truly meritorious performance and an example of real enthusiasm. It was all done in his spare time. The candidates now intend to qualify shortly as instructors in their various companies. Mr. Hunt has also passed out the following members of the H.K. Police, who were examined at the V. R. C. last Tuesday.—Sergts. McKay, Wheeler and Roberts.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pentreth and Co.

London Terminals.

March 1932 6/9½, no change.
May 1932 6/11½, down ½d.
August 1932 7/2½, down ½d.
December 1931 6/6½, down ½d.

New York Terminals.

March 1932 1.50 up 1 pt.
May 1932 1.55 up 1 pt.
July 1932 1.61 no change.
September 1931 1.45 up 2 pts.
December 1931 1.47 up 2 pts.
Sourabaya (7/8/31).—Trust sold 10,000 tons Browns 20/22 to Japanese buyers. Price not disclosed.
Trust sold 1,500 tons Molasses Sugar 10/11 to European exporters 77.00.

WATER LEVELS.

DETAILS FOR WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English the water levels on the West River, North River and East River on the dates named:

	Aug. 6	Aug. 7
West River at Shihung	28.1	27.8
North River at Samshui	8.1	7.4
North River at Tsingyun	20.1	17.7
East River at Sheklung	5.4	4.0

BISQUIT DUBOUCHE BRANDY.

TRULY EXCELLENT

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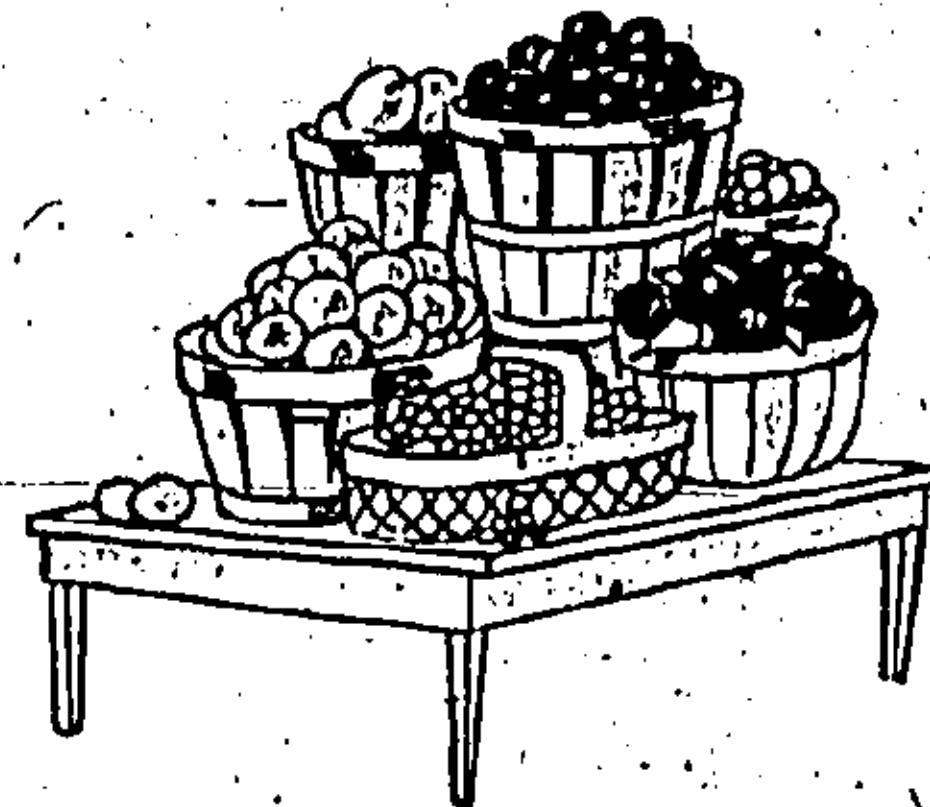
SILVER FUTURES.

THE LATEST CABLED QUOTATIONS.

Messrs. Pentreth and Co. have been advised by cable of the following quotations for New York silver-futures as at the close of the market yesterday:
October 1931 27.80 down .42
December 1931 28 down .30
May 1932 28.17 down .23

The highest levels recorded are: Shihung, 41 feet; Tsingyun, 20.2 feet; Samshui, 27.3 feet; Sheklung, 11.6 feet.
The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.

TO-DAY! Imported Fresh Fruits.



Honey Dew Melons
Cassaba
Cherries
Plums
Pears
Grape Fruits
Apples
Oranges

CALIFORNIAN

Canadian Strawberries \$2.00 per carton.
Japanese Ripe Peaches \$4.00 .. box.

Lane, Crawford, Ltd.

The British Remedy for 50 years.

Orbridge's Lung Tonic

FOR COUGHS & COLDS

From Chemists and Stores everywhere.

Insist on Getting Orbridge's There is no substitute.

A.P.E. S.

Agents:—GILMAN & CO., LTD.



Confidence!

His smile, his healthy vitality, his appearance—all radiate confidence. Naturally, he is successful and popular. Strong, healthy, attractive teeth are essential to that smile of confidence.

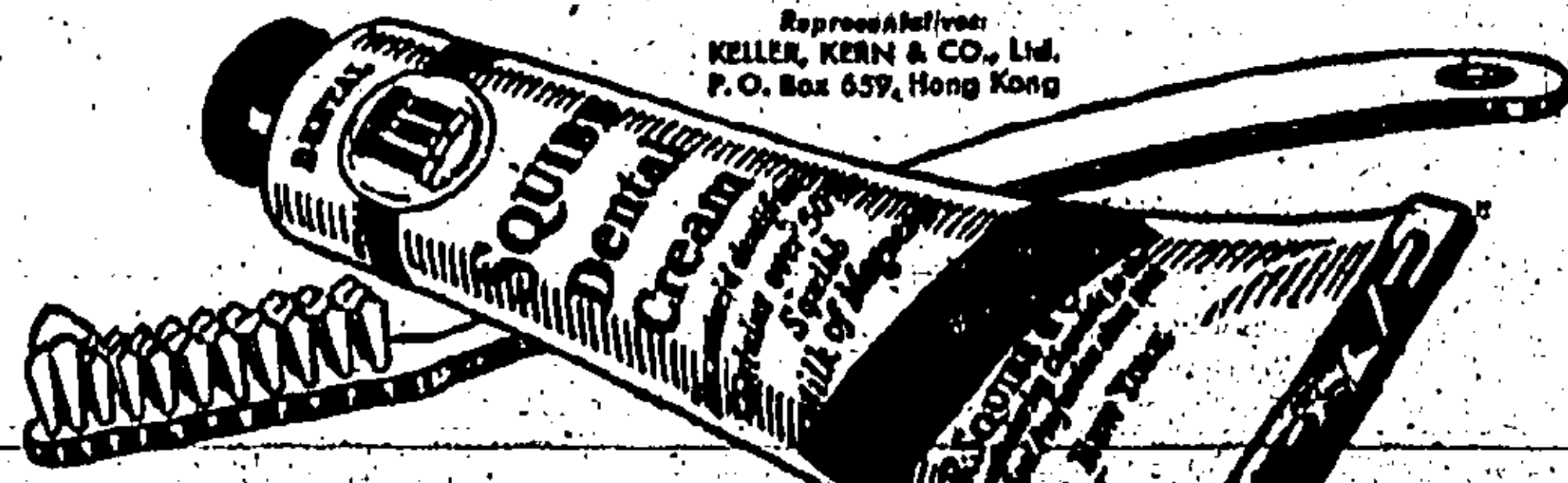
It is significant that he and thousands of other healthy, successful men use Squibb Dental Cream. They use it confident in the knowledge that it will protect their teeth at the Danger Line—that vulnerable point where gums meet teeth, where so much dental trouble occurs, and where

form the dangerous acids which bring on decay and gum diseases.

Squibb Dental Cream, made with over 50% Squibb's Milk of Magnesia, a soothing antacid which dentists have used for years, effectively neutralizes these acids, protects the Danger Line and helps keep the gums firm and healthy. It contains no grit, no astringents, nothing to harm the most delicate tissues. It cleans beautifully but safely, and it is remarkably pleasant to the taste. Begin the use of Squibb Dental Cream today.

SQUIBB DENTAL CREAM

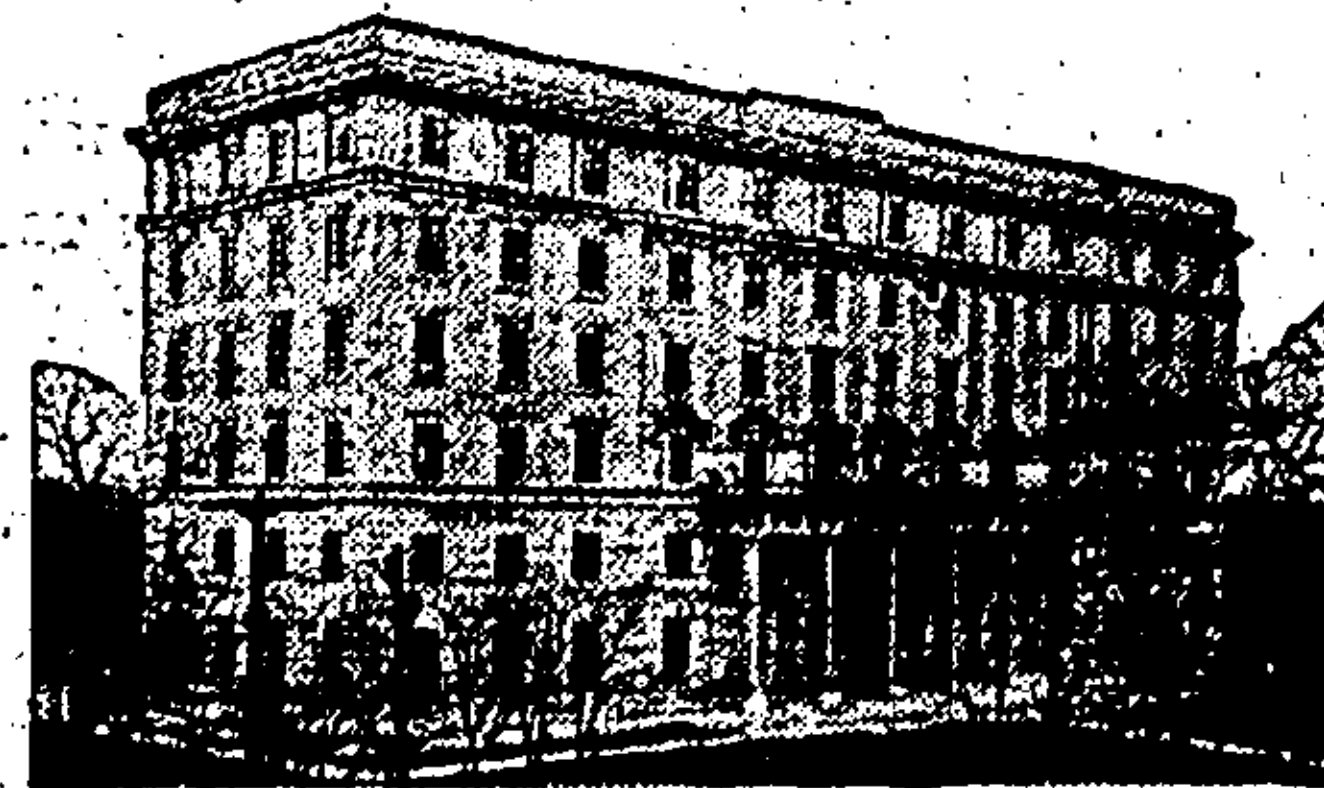
Guards the Danger Line



Representatives: KELLER, KERN & CO., Ltd. P.O. Box 529, Hong Kong

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Manufacturing Chemist to the Medical Profession Since 1859



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Because Life Is Uncertain

"He that hath wife and children," wrote Sir Francis Bacon, "hath given hostages to fortune." Because life is uncertain let a Manufacturers Life policy secure the future of loved ones. And remember, too, that life insurance will guarantee independence, and so add years of contentment to your life by lessening financial worries.

Established 1857.

THE MANUFACTURERS LIFE INSURANCE COMPANY

Mr. W. J. P. MITCHELL, Branch Manager, 12, CHATER ROAD, Canton, Hong Kong

Mr. V. R. FERRIS, 17, R. C. Street.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

PHILOTTES 18th Aug. For Port Said, M'iles, Casablanca, London, R'dam & H'burg
HECTOR 2nd Sept. For Port Said, M'iles, London, R'dam, H'burg & Glasgow

LIVERPOOL SERVICE

CAOMEDON 21st Aug. For Port Said, Liverpool, Havre & Glasgow
EUMAEUS 1st Sept. For Port Said, Liverpool, Havre & Glasgow

NEW YORK SERVICE

PHENIX 7th Sept. For Boston, New York & Baltimore

PACIFIC SERVICE (via Kobe and Yokohama)

PROTEUS 22nd Aug. For Victoria, Van'ver & Seattle
IXION 17th Sept. For Victoria, Van'ver & Seattle

INWARD SERVICE

EUMAEUS Due 10th Aug. For Shanghai & Hankow
PERSEUS Due 13th Aug. For Shanghai, Kobe, Yokohama & Vladivostok

Also cargo steamers with limited passenger accommodation specially reduced fares.
For freight, passage rates and information apply to the under-mentioned.
All bookings are subject to the provisions of the Company's Bill of Lading.

BUTTERFIELD & SWIRE
Agents.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £70 to £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
Taiyo Maru ... Tuesday, 18th Aug.
Chichibu Maru ... Wednesday, 2nd Sept.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
Hiyo Maru ... Tuesday, 25th Aug.
Hoian Maru ... Tuesday, 8th Sept.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Suwa Maru ... Saturday, 8th Aug.
Fushimi Maru ... Saturday, 22nd Aug.

SYDNEY & MELBOURNE via Manila & Ports.
Kitano Maru ... Saturday, 22nd Aug.
Atsuta Maru ... Wednesday, 26th Sept.

MANILA
Taiyo Maru ... Saturday, 8th Aug.
Chichibu Maru ... Friday, 28th Aug.

BOMBAY via Singapore, Penang & Colombo.
Iyo Maru ... Tuesday, 11th Aug.
Nagato Maru ... Thursday, 27th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Bokuyo Maru ... Saturday, 12th Sept.

NEW YORK, BOSTON via Panama.
Kurama Maru ... Friday, 21st Aug.
Taketoyo Maru ... Tuesday, 1st Sept.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Delagoa Maru ... Thursday, 13th Aug.

CALCUTTA via Singapore, Penang & Rangoon.
Tottori Maru ... Saturday, 8th Aug.

SHANGHAI, KOBE & YOKOHAMA.
Akita Maru ... Saturday, 15th Aug.

Hakodate Maru ... Monday, 17th Aug.
Atsuta Maru (Nagasaki Direct) ... Fri, 21st Aug.

*Cargo only.
For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers	Sailings
TO TSINGTAI via SWATOW & SHANGHAI	Hangsang Chaksang Kwaisang Kwongsang	Sun. 9th Aug at noon. Wed. 12th Aug at noon. Sun. 16th Aug at noon. Wed. 19th Aug at noon.
TO SINGAPORE, PENANG & CALCUTTA	Kutsang Hosang Yusang	Sun. 9th Aug at 11 a.m. Tues. 18th Aug at 3 p.m. Tues. 25th Aug at 3 p.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kumsang	Wed. 19th Aug at 7 a.m.
TO OSAKA via AMOI & KOBE	Suisang Kutsang	Wed. 2nd Sept at 7 a.m. Sat. 19th Sept at 7 a.m.
TO SANDAKAN	Mausang Yusang Kinsang	Fri. 14th Aug at noon. Mon. 24th Aug at noon. Wed. 26th Aug at noon.
TO TIENTSIN via SWATOW, POCHOW & CHEFOO.	Cheongshing Chipshing	Fri. 21st Aug at noon. Sun. 30th Aug at noon.

SUMMER TRIPS TO JAPAN.—Excellent first class accommodation on through steamers from Calcutta to Japan at the specially reduced return fare of \$225.00 to Kobe. These return tickets are available for three months.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 30311. General Managers

THE OVERSEAS LEAGUE.

(Continued from Page 2.)

very great, more especially to those members of the Empire who come from the Dominions and who may be strangers to the country. It aims at being a rallying point for all members of the British Empire.

Other Features.

In addition to the social side, the League also maintains an information bureau for the purpose of giving information to those who may contemplate visiting or seeking employment in other parts of the Empire, especially regarding local conditions and prospects of employment. The centre enables such information to be got first hand from those living in the particular parts of the Empire to which members may contemplate proceeding. It not infrequently happens that a person on very sketchy information sets out expecting to find favourable conditions and employment in a distant part of the Empire, only to be disappointed when he arrives there. The information bureau of the League, by enabling members to get first hand information, aims at obviating such mistakes.

The League also maintains a trade bureau, which aims at promoting trade between the various parts of the British Commonwealth, and in providing accurate information as between actual or potential exporters and importers. A British Trade Development Expedition, consisting of three young members of the League, is now on its way across Africa in the interests of inter-imperial trade, and it represents many well known and enterprising British firms.

Emigration Bureau.

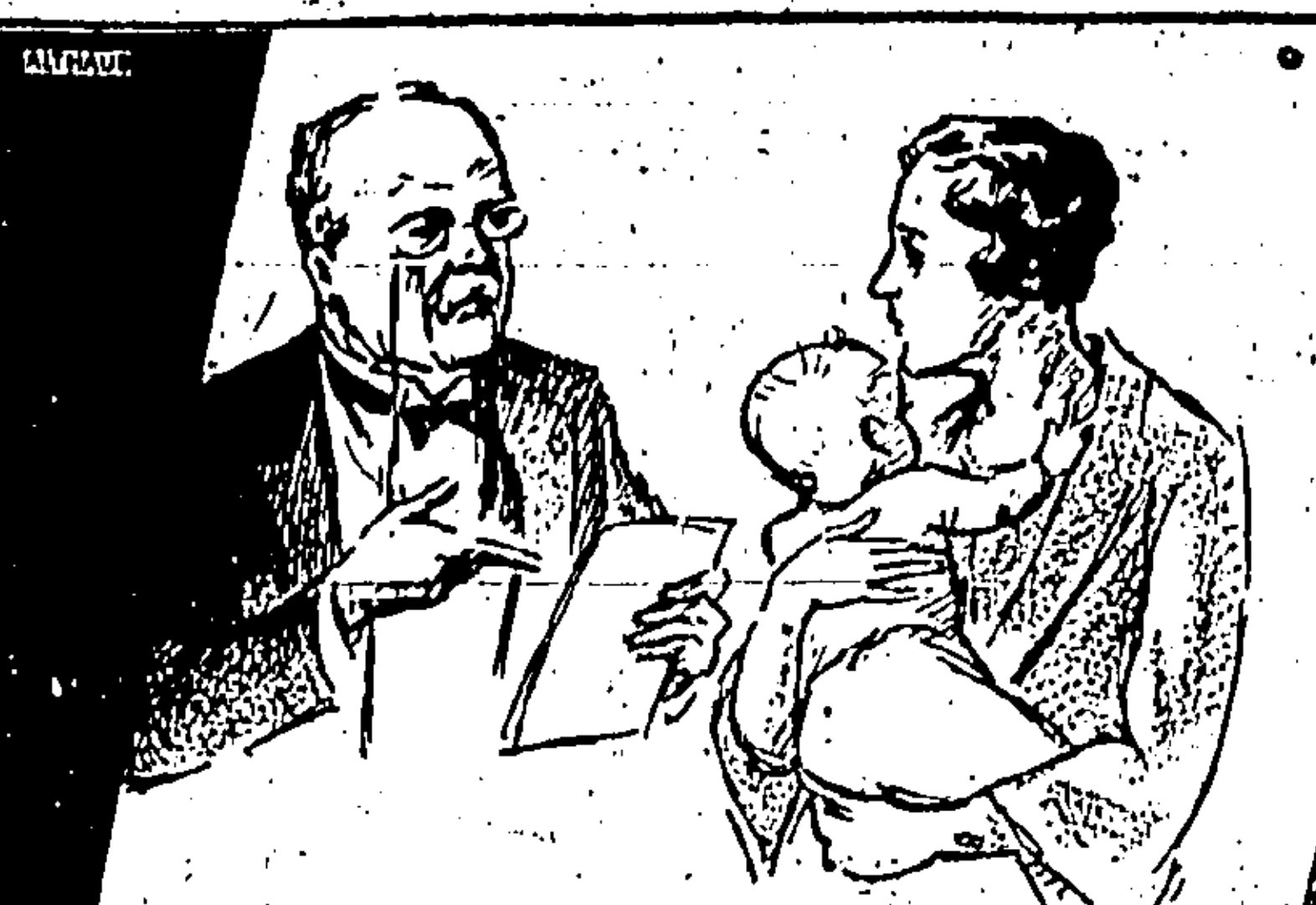
The League publishes monthly a most attractive periodical under the name of "Oversea." It is a most readable publication, and I consider that it alone is a good return for the very moderate subscription to the League, which in the case of overseas members, and those living further than a hundred miles from Charing Cross, is only ten shillings a year. The magazine is sent out free and post free to members. It was started in December 1915, and its publication already exceeds 40,000 monthly. I may say that, while my copy comes out to us here, my wife's always goes to our sons, with a view to keeping alive their interest in the Empire to which they belong.

Another useful activity of the League is its Emigration Bureau, which assists in sending boys to Canada, and boys and girls to Australia and New Zealand. This side of the League's activities has been a great success, and it is hoped that increasing good will result. This good work is not confined to the home centre, for Singapore has sent no less than seven boys to Canada under the auspices of the branch in that port. Something in this direction might be possible in this Colony.

H.E.'s Appeal.

I have given you, perhaps at the expense of boring you, these details regarding the League, and I appeal to you very strongly to give support to a movement whose great object is to strengthen the bonds which bind together the various parts of the great British Empire, an Empire which we regard as the greatest that the world has seen. It has interests in all continents, and its members number some 475,000 persons, out of a total world's population of a little over 2,000,000,000. It has been built up, in a somewhat haphazard fashion perhaps, by the efforts of many great men and women whose names are too numerous to quote—people of vision, energy and enterprise. But we cannot afford to be

(Continued on Page 11.)



If you listen to my advice as an experienced doctor, then...

exercise the greatest care in the choice of baby's food. So much in later years depends on the foundation laid in infancy. With the mother lies a big responsibility, the welfare of the coming generation. The tropics especially call for a healthy constitution. For baby, therefore, the best only is good enough. This is the reason why you should give baby plenty of "BEAR BRAND" MILK. It does more than merely nourish, it builds up the whole system, it paves the way to perfect health and success in life. BEAR BRAND comes from the great Swiss Milk Centre, the Emmenthal, it is very rich in nutritive elements, absolutely pure and an ideal food par excellence. BEAR BRAND Milk goes to make healthy babies, happy children, successful men and women.



A.B. MOULDER & CO., LTD.
China Building
Sole Agents for South China

WANTED AT ONCE

MEN'S AND BOYS' CLOTHING, SHOES, HATS, ETC.,

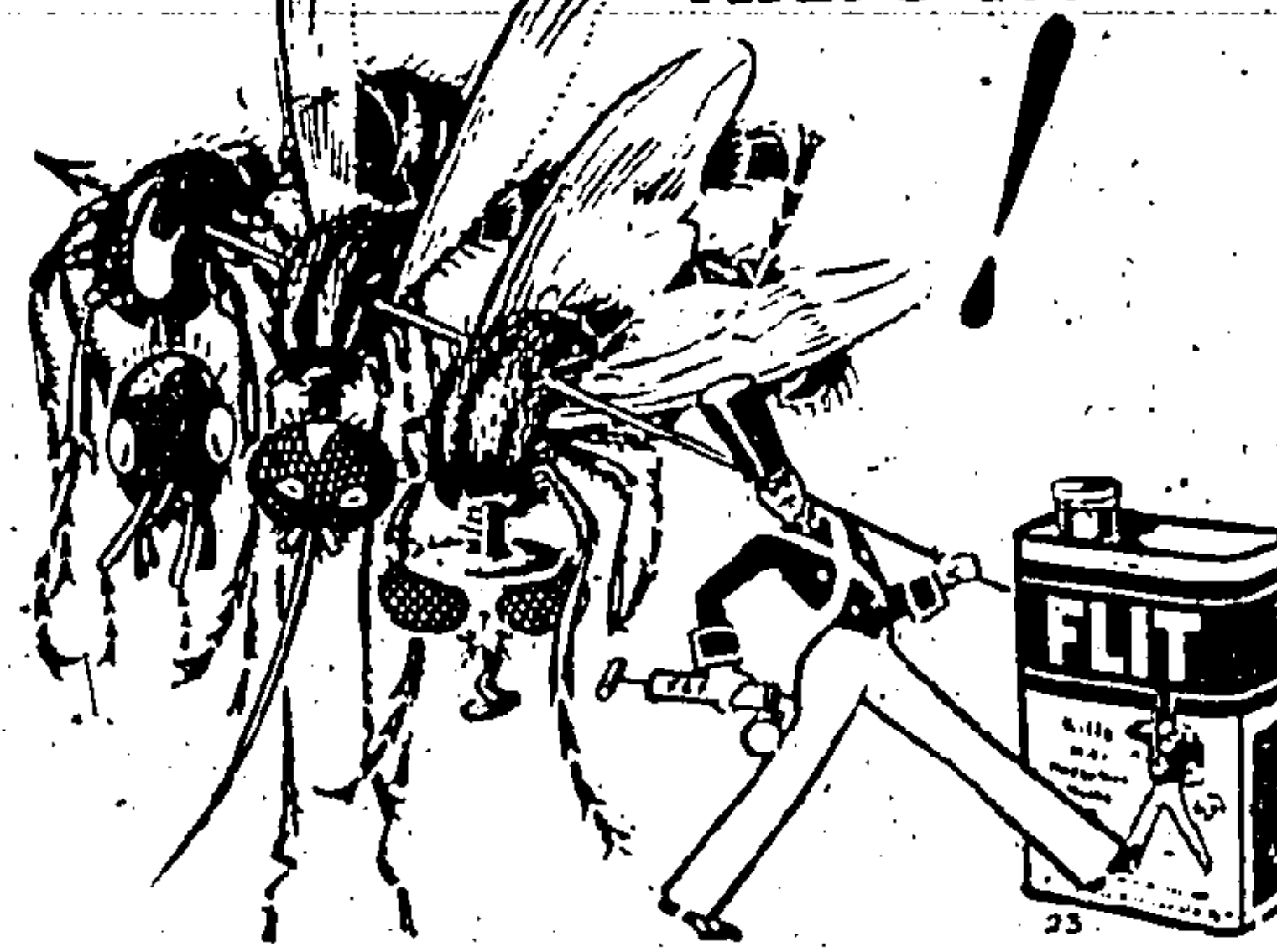
will be very gratefully received by the
HONGKONG BENEVOLENT SOCIETY

at its Room at the
CITY HALL

Mondays and Thursdays
from 10.30 a.m. to 12.00 noon.

Send us your old clothes

FLIT SPRAY
KILLS THEM



SHIPBUILDERS,

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ELECTRIC WELDERS,

MECHANICAL AND

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ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.
SALVAGE TUG "TAIKOO"
2,000 Tons
17 P.M. 800 H.P.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 760 Feet.

Depth on Centre of

SH (L.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships up to

4,000 Tons displacement.

Electric Crane at Sea Wall; Capable of

Lifting 100 Tons at 70 Feet Radius.

Tel. Address: "TAIKOODOCK" Hongkong.

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Call Flag: "C" over "AMB. PENNANT."

BUTTERFIELD & SWIRE,

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WIN ATLANTIC BLUE RIBBON

4 DAYS—9 Hrs—27 Mins

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Travel Express!

Enjoy every minute on a floating Palace. Supreme Luxury.
—Congenial, Cosmopolitan travelling companions—
international atmosphere, countless diversions
WORLD famous CUISINE
—SERVICE—

Passengers desiring to travel comfortably on a Limited
Budget should ask about the
NEW EMPRESS TOURIST CABIN
accommodation

EXCEPTIONAL LOW FARES.

SAILINGS

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 22	Aug. 31	Sept. 2	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 8
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20

"Empress of Russia" and "Empress of Asia" call at Nagasaki

Special Through Fares To Europe

£120-£112-£83-£70

HONGKONG-MANILA

Leave Hong Kong ... August 22 ... Arrive Manila
EMPERESS OF RUSSIA ... August 22 ...
EMPERESS OF JAPAN ... September 4 ... September 6

CANADIAN PACIFIC

THE WORLD'S GREATEST TRAVEL SYSTEM

Telephone: Pass. Dept 20762. Freight 20042

TO VICTORIA, B.C.
AND SEATTLE

via SHANGHAI, KOBE & YOKOHAMA

S.S. "PRES. JEFFERSON"

will sail at

6 a.m.

Sunday, August 9.

ROUND-THE-WORLD

(calling at Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, NEW YORK, BOSTON, Havana, Cristobal, Balboa, Los Angeles, SAN FRANCISCO, Honolulu, Kobe and SHANGHAI.)

S.S. "PRES. ADAMS"

will sail at

8 a.m.

Sunday, August 9.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE

SERVICE OF FAST MOTOR VESSELS

(with Limited, but exceptionally good, passenger accommodation.)

Homewards to:
Ports Said, Genoa, Algiers, Oran, Rotterdam (Amsterdam),
Hamburg, Oslo, Gothenburg and other Scandinavian Ports,
via
Manila and Straits Settlements.

S.S. "JAPAN" ... 1st Sept.
M.S. "SHANTUNG" ... 8th Oct.


Outwards to: SHANGHAI, AND JAPAN PORTS.

M.S. "SHANTUNG" ... 22nd Aug.
M.S. "CANTON" ... 24th Sept.

Passenger Rates:
Hongkong to Genoa ... \$57.
Hongkong to 1st North ... \$57.
Continental Ports ... \$57.

"THE SWEDISH EAST ASIATIC CO., LTD.

Agents:
GILMAN & CO., LTD. ... G. R. HUYGEN



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**THE BEST
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Sole Agents
CALDBECK, MACGREGOR & CO., LTD.
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MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

Sailings from Hongkong.

<p>To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.</p> <p>ANGERS..... 18th Aug. G. METZINGER..... 1st Sept. SPHINX..... 15th Sept. PORTHOS..... 29th Sept. CHENONOEUX..... 13th Oct. ATHOS II..... 27th Oct. D'ARTAGNAN..... 10th Nov. ANDRE LEBON..... 24th Nov.</p>	<p>To YOKOHAMA via Shanghai & Kobe.</p> <p>SPHINX..... 18th Aug. PORTHOS..... 1st Sept. CHENONOEUX..... 15th Sept. ATHOS II..... 29th Sept. D'ARTAGNAN..... 13th Oct. ANDRE LEBON..... 28th Oct. FELIX ROUSSEL..... 11th Nov. G. METZINGER..... 25th Nov.</p>
--	---

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp) for full Particulars, apply to—
Cie des MESSAGERIES MARITIMES
Telephones: 26651. 3, Queen's Building.

GLEN LINE.

FARE HONGKONG TO LONDON.

1st June/30 November	...	£65.12.0d.
1st December/31st May	...	£82.0.0.

TO LONDON, ROTTERDAM & HAMBURG via STRAIT & COLOMBE.

Motor Vessel "GLENGARRY"	...	21st Aug.
Motor Vessel "GLENAMORY"	...	4th Sept.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GARNARVONSHIRE"	...	15th Aug.
Motor Vessel "GLENLUCE"	...	31st Aug.
Steamship "PEMBROKESHIRE"	...	11th Sept.
Steamship "GLENIFFER"	...	9th Oct.

For freight, passage and further particulars, apply to
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

KLAIVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE.)

REGULAR TRANS-PACIFIC SERVICE.

HONGKONG direct for LOS ANGELES, SAN FRANCISCO, PORTLAND OREGON, PUGET SOUND, SEATTLE and TACOMA.

M.S. "PLEASANTVILLE" ... Sailing 31st Aug.

Also issuing through Bills of Lading to Gulf and Atlantic Ports, with transhipment at LOS ANGELES by first opportunity.

SOUTH BOUND

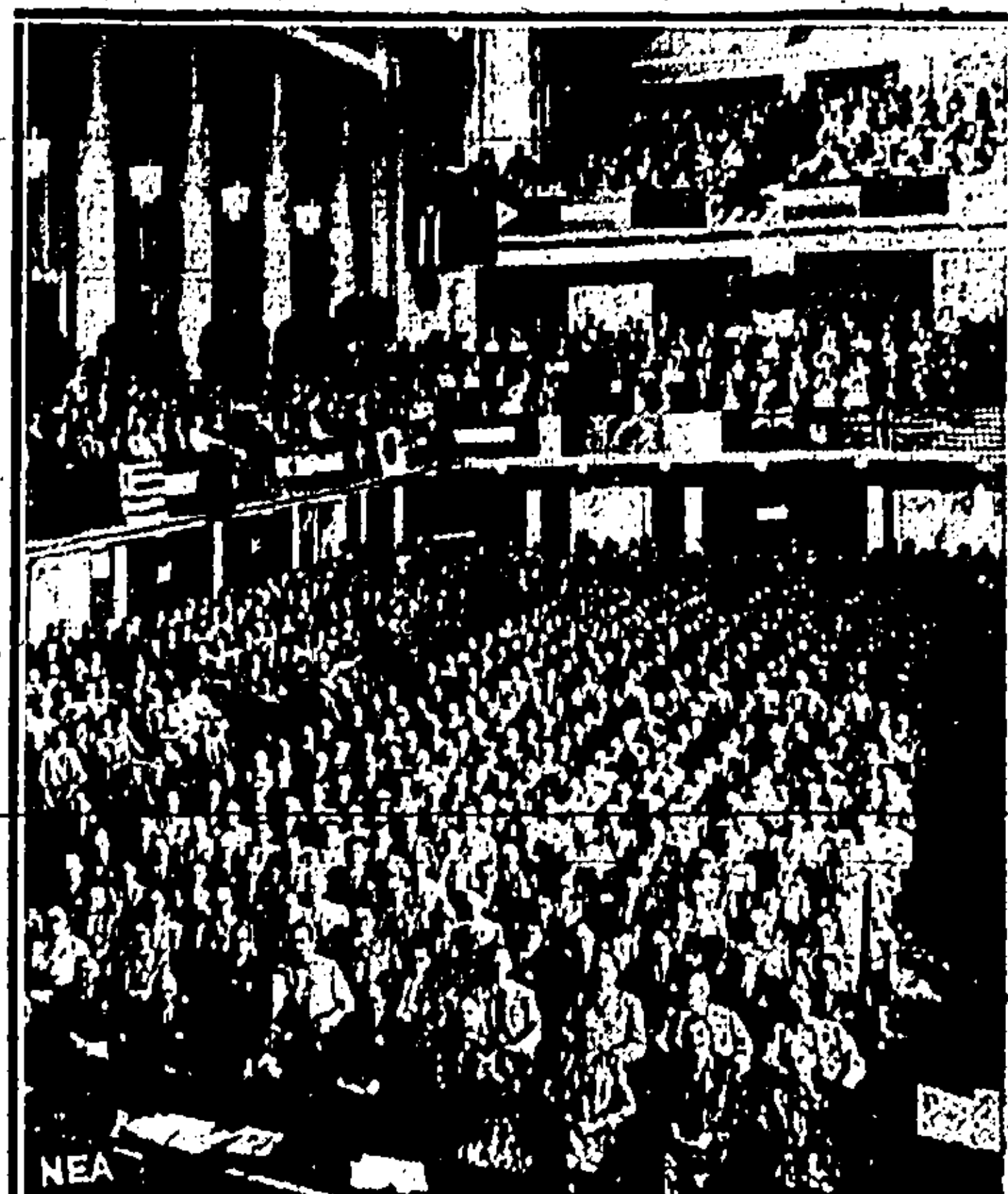
M.S. "GRANVILLE" ... due H'kong 12th sailing 15th Aug.

Accepting cargo for SINGAPORE and JAVA PORTS.

Limited Passenger Accommodation Available.

For Freight, Passage Rates and all other information. Please apply to—
THORESEN & CO., LTD.
Queen's Buildings. Agents. Tel. 30237.

THE ROTARY CONGRESS.



Almost every country in the world was represented at the Rotary Congress in Vienna. The above picture was taken in the Grossen Konzerthaus at the opening ceremonies.

THE OVERSEAS LEAGUE.

(Continued from Page 10.)

haphazard in our efforts to maintain it. Lord Beaconsfield once said, "History will recognize the destiny of the British race, but will never record its decline and fall." That such a prophecy should prove true is the earnest hope of us all, but much is necessary to achieve this, and furthermore we must prove ourselves worthy. Forces exist in the world today which aim at the dismemberment of our great Empire, and it is the duty of all its living members who have received this glorious heritage into their charge to pass it on to their successors unimpaired. We must therefore support all efforts to that end. I believe, and I am sure that you all believe, that the Empire has been a great factor for good in the world, and that it is well worth maintaining. Its members are heterogeneous, of many races and tongues, and effort is necessary to weld all these together, to encourage personal contact and a human understanding of the conditions and problems of each other's lives. That is the great object of the Overseas League, and I earnestly commend it to you.

Tribute to Secretary.

In conclusion, I should like to say that the League is greatly indebted to Miss Westland for her work as Honorary Corresponding Secretary, and also for her kindness in lending this institution for this meeting today.

Thanks are also due to Mr. Wright for the work he has done on behalf of the League. I trust that their efforts will be rewarded by the gathering in of a large number of new members in this Colony. Subsequently the Rev. Mr. Halward proposed a vote of thanks to His Excellency and Lady Peel for their presence at the gathering, and read a telegram received from the London headquarters, which

AMOK ABOARD A LAUNCH.

THREE PASSENGERS STABBED.

Passengers on board the ferry launch which runs daily from Sha Tsung (Chinese territory), on the north shore of Mira Bay) to Taiipo had a most alarming experience yesterday when a man, who was travelling as a passenger, suddenly ran amok, stabbing three other people before he was overpowered and secured.

The ferry launch takes about two hours to do the journey and connects with the train which leaves Taiipo for Hongkong at 2.30 p.m. It was during the trip that the man suddenly produced a knife and began attacking those next to him. Injuries were suffered by three passengers before the man was disarmed and secured.

On arrival at Taiipo, the matter was immediately reported to the railway authorities and the police. The wounds of the injured were dressed by railway men proficient in first-aid work, and the assailant was taken into custody and removed to Taiipo police station.

The wounded passengers were brought to Kowloon by the train and sent to the Kowloon Hospital, where one man was found to be very seriously wounded, and it was reported late last night that there is little hope of saving his life, while the other two will probably recover.

stated—Cordial greetings to Hongkong members for to-morrow, and respects to His Excellency—Wright.

The "At Home" terminated with a short musical programme given by Mr. and Mrs. A. M. Bowes Smith. Mr. Bowes Smith played two pianoforte solos, and Mrs. Bowes Smith sang a couple of songs in her usual charming manner.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "GENERAL METZINGER" Arrived Hongkong on Tuesday, the 4th August, 1931.

From MARSEILLES &c. Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 18th August, 1931, or they will not be recognized. Damaged Packages must be left in the Godowns for examination by the consignees and the Company's Surveyors Messrs. Goddard and Douglas at 10.00 a.m. on Monday, the 10th August, 1931.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us any case whatever.

R. OHL, Agent.

Hongkong, 4th August, 1931.

THE PEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', LONDON and STRAITS.

The Steamship, "BENVENUE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th August, 1931, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th August, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined, on the 11th August, 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hong Kong, 5th August, 1931.

A BROKEN DOWN SYSTEM. This is a condition (or disease) to which doctors give many names, but which in fact is really a broken down system. It is a system which is broken down, and it is a system which is broken down. It is a system which is broken down, and it is a system which is broken down.

THERAPION No. 3 This is a new and revolutionary system of treatment. It is a system which is broken down, and it is a system which is broken down. It is a system which is broken down, and it is a system which is broken down.

THE NEW FRENCH REMEDY. This is a new and revolutionary system of treatment. It is a system which is broken down, and it is a system which is broken down. It is a system which is broken down, and it is a system which is broken down.

LIGHTED UP AFRESH. This is a new and revolutionary system of treatment. It is a system which is broken down, and it is a system which is broken down. It is a system which is broken down, and it is a system which is broken down.

THE NEW FRENCH REMEDY. This is a new and revolutionary system of treatment. It is a system which is broken down, and it is a system which is broken down. It is a system which is broken down, and it is a system which is broken down.

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THE NEW FRENCH REMEDY. This is a new and revolutionary system of treatment. It is a system which is broken down, and it is a system which is broken down. It is a system which is broken down, and it is a system which is broken down.

LIGHTED UP AFRESH. This is a new and revolutionary system of treatment. It is a system which is broken down, and it is a system which is broken down. It is a system which is broken down, and it is a system which is broken down.

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"KARMALA"	9,000	29th Aug.	M'los, L'don, R'dm, A'worp & Hull
CATHAY	15,000	12th Sept.	Bombay, M'los & L'don
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CATHAY	15,000										
"TALMA"	10,000										
"NANKIN"	7,000										
TAKADA	7,000										
KALYAN	9,000										
"ST. ALBANS"	4,500										
MANTUA	10,046										
KASHMIR	8,985										
NALDERA	16,088										
MACEDONIA	11,120										
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CHANGTIE	Aug. 11th	Aug. 11th	Aug. 11th	Aug. 11th
TAIPING	Oct. 9th	Oct. 9th	Oct. 9th	Oct. 9th

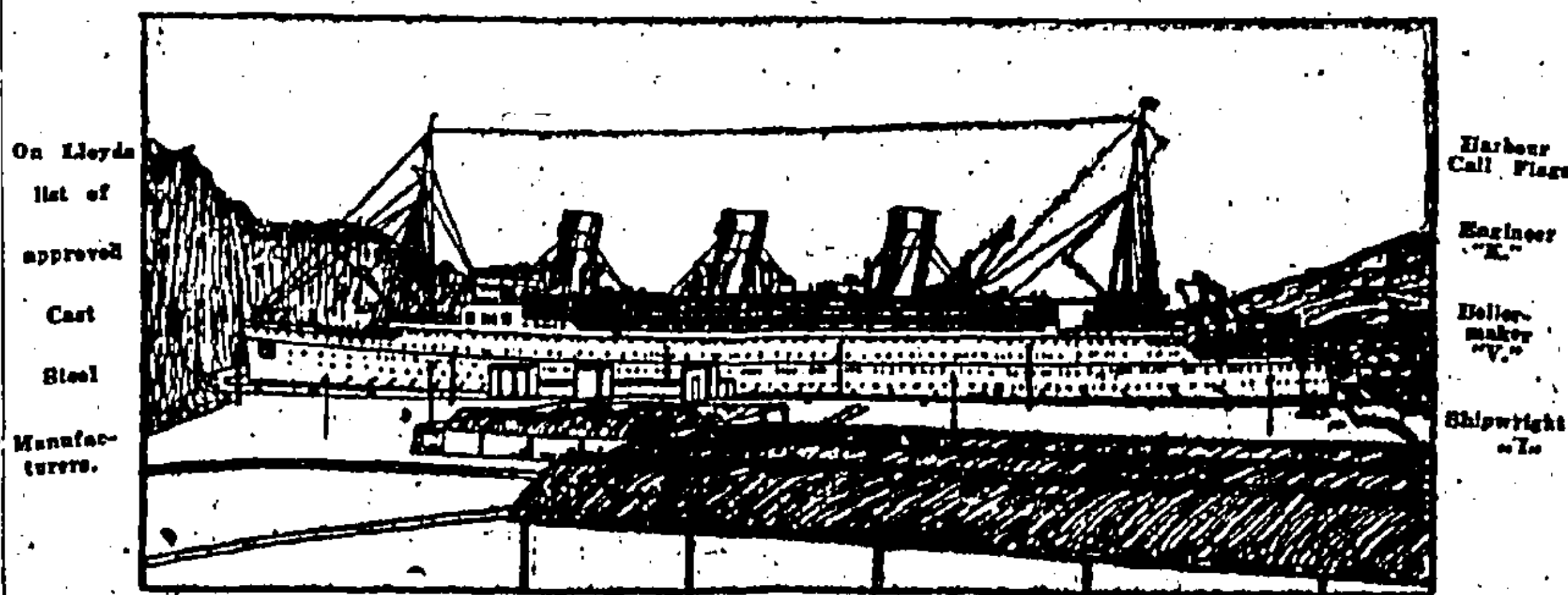
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MORE FLOODS IN HANKOW.

PEOPLE PANIC IN THUNDERSTORM.

Hankow, Aug. 7. One of the worst thunderstorms for years struck Hankow this morning. Lasting over an hour, it caused a panic among the 50,000 flood refugees who are forced to live in the open air.

Following the storm, the water rose to new heights and the authorities are facing a serious problem in providing relief to sufferers in the flooded districts around Hankow.

Apart from the damage done to houses, the rice crops are entirely ruined.

Public organisations have again appealed to Nanking and Shanghai for financial assistance.

GENERAL SMUTS FOR LONDON.

TO PRESIDE AT BRITISH ASSOCIATION.

London, Aug. 7. General Smuts left Capetown to-day aboard the s.s. Winchester Castle on his way to preside at the centenary gathering in London next month of the British Association.

This is the first time the Association has held its conference in London, and it will coincide with the centenary celebrations of Michael Faraday.

Before leaving, General Smuts stated in an interview his intentions to investigate for himself the financial crisis.—British Wireless.

THE TYPHOON.

The Royal Observatory reports that the typhoon appears to be about 200 miles east of Basco, stationary or moving slowly westward. An anti-cyclone covers Japan, and a somewhat deep depression is central to the north of Hanoi.

The Manila Observatory, reporting at 9.30 a.m. states that the typhoon is in about 125° Lon. E., 20° Lat N., almost stationary.

ARMED ROBBERY STORY.

POLICE DOUBTFUL OF REPORT.

A report received by the Shaan-kwan Police Station purports to give the details of an armed robbery that is supposed to have taken place early yesterday morning in a hut in Main Street, Shaan-kwan.

Wang Woon, married woman, the tenant of the hut, told the police that two men forced their way into the place at 2 a.m. Awakened from sleep, she was

GOING BATHING?

Don't Forget Camera Competition.

If you are going bathing this week-end, don't forget to take your camera with you.

The "Telegraph" is offering a prize of \$20 for the best bathing beach snapshot sent in during August. There is no entrance fee.

terrified by a knife which one of the men brandished, and submitted to be bound and gagged. The visitors searched the hut and stole money and property to the value of over \$300. They then left.

The police are sceptical over the story, owing to the fact that they were not told of the robbery until nine o'clock yesterday morning and the hut in which it is supposed to have occurred is only a stone's throw from the local Police Station.

MONTAGU NORMAN BETTER.

RECOVERS FROM NERVOUS DYSPEPSIA.

London, Aug. 7. Mr. Montagu Norman, Governor of the Bank of England, has been indisposed by a sharp attack of nervous dyspepsia, following his strenuous work in connexion with the financial crisis.

It was stated to-day at his London residence that he has now recovered.—British Wireless.

HYMNS SUNG IN COURT.

UPROARIOUS SCENE IN GLASGOW.

London, July 31. There was a curious and unusual uproar in the Glasgow Court to-day when Mr. John MacGovern, the member of Parliament recently suspended from the House of Commons for refusing to withdraw, and several preachers appeared to answer charges of speaking in public in Glasgow without permits.

Just before the Court was due to sit a procession approached headed by one of the preachers carrying a cross. The uproar started when court officials refused to allow the cross to be brought in. The group took seats in the court and then started singing hymns, which lasted half an hour despite all that police and court officials could do.

The magistrate when he appeared was not greeted in silence but by the loud singing of "Stand up, Stand up for Jesus." The Magistrate ordered the court to be cleared, which was done.

Some time was taken up with applications for separate trials and legal objections and the case was adjourned.

CHINA DIPLOMATIC CHANGES.

FURTHER APPOINTMENTS ANNOUNCED.

Shanghai, Aug. 7. Indicating further important changes in the Chinese diplomatic service abroad, Mr. C. T. Wang, the Foreign Minister, said in an interview yesterday that the Minister to Tokyo, Mr. Wang Yung-pao; the Minister to Denmark, Mr. Lo Tsung-ye; and the Minister to Portugal, Mr. Wang Ting-chang, had been summoned to return to China and will be assigned new posts by the Government. Mr. Chiang Tso-ping, formerly Minister to Berlin, would be appointed successor of Mr. Wang Yung-pao at Tokyo, while the present Minister to Spain, Mr. Wang Lin-ke, will be appointed Minister to Denmark.

Mr. Wang added that the Government had decided to establish a Legation in Poland and would appoint Mr. Wang Kwang-ching as the first Minister there.

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